



City of Rockingham

MINUTES

Planning and Engineering Services Committee Meeting

Held on Monday 15 February 2021 at 4:00pm
City of Rockingham Chambers




City of Rockingham
Planning and Engineering Services
Committee Minutes
Monday 15 February 2021



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<p style="text-align: center;">City of Rockingham Planning and Engineering Services Committee Minutes Monday 15 February 2021 - Council Chambers</p> 		
1.	Declaration of Opening	
	<p>4:00pm In the absence of the Chairperson, the Chief Executive Officer assumed the Chair, declared the meeting open and called for nominations for the position of Acting Chairperson.</p> <p>Moved Cr Buchan, seconded Cr Hamblin:</p> <p>That Cr Hamblin, be appointed Acting Chairperson for the meeting.</p> <p style="text-align: right;">Committee Voting (Carried) - 4/0</p> <p>4:01pm The A/Chairperson assumed the Chair, welcomed all present, and referred to the Acknowledgement of Country.</p>	
2.	Record of Attendance/Apologies/Approved Leave of Absence	
	<p>2.1 Councillors</p> <p>Cr Deb Hamblin (Deputy Mayor) Acting Chairperson</p> <p>Cr Hayley Edwards</p> <p>Cr Sally Davies (Deputising for Cr Matthew Whitfield)</p> <p>Cr Lorna Buchan</p> <p>2.2 Executive</p> <p>Mr Michael Parker Chief Executive Officer</p> <p>Mr Peter Ricci A/Director Planning and Development Services</p> <p>Mr Peter Doherty Director Legal Services and General Counsel</p> <p>Mr Sam Assaad Director Engineering and Parks Services</p> <p>Mr Brett Ashby Manager Strategic Planning and Environment</p> <p>Mr James Henson Manager Land and Development Infrastructure</p> <p>Mr Mike Ross Manager Statutory Planning</p> <p>Ms Erica King Manager Health and Building Services</p> <p>Mr David Caporn Manager Compliance and Emergency Liaison</p> <p>Mr Ian Daniels Manager Infrastructure Project Delivery</p> <p>Mr Manoj Barua Manager Engineering Services</p> <p>Mr Tony Bailey A/Manager Asset Services</p> <p>Mr Peter Varris Manager Governance and Councillor Support</p> <p>Ms Melinda Wellburn EA to Director Planning and Development Services</p> <p>Ms Andrea Holman EA to Director Engineering and Parks Services</p> <p>2.3 Members of the Gallery: 1</p> <p>2.4 Apologies:</p> <p>Cr Mark Jones</p> <p>Cr Matthew Whitfield (Absent)</p> <p>2.5 Approved Leave of Absence: Nil</p>	

3.	Responses to Previous Public Questions Taken on Notice
	Nil
4.	Public Question Time
	<p>4:02pm The A/Chairperson opened Public Question Time and invited members of the Public Gallery to ask questions. The A/Chairperson noted that this was the only opportunity in the meeting for the public to ask questions.</p> <p>4.1 Mr Scout Walsh, Planning Solutions - PD-009/21 - Proposed Structure Plan Amendment - East Baldivis (Baldivis Parks Estate)</p> <p>The A/Chairperson invited Mr Walsh to present his questions to the Planning and Engineering Services Committee. Mr Walsh asked the following question:</p> <p><i>(Preamble to question)</i> Planning Solutions acts on behalf of Spatial Property Group, the developer of Spires Private Estate Baldivis and the planned Baldivis North neighbourhood activity centre on the corner of Nairn Drive and Amazon Drive. The Spires Baldivis Neighbourhood Centre is located 750 metres west of the site of the proposed amendment to the Baldivis Parks Structure Plan.</p> <p>We have reviewed the officers report and support the recommendation to refuse the proposal as it goes against orderly and proper planning.</p> <p>However, we strongly oppose the City's recommendations which create a new unplanned activity centre, and we would request the Committee rejects the proposal outright. The proposal is inconsistent with the East Baldivis District Structure Plan, is supported by flawed retail modelling, will have a significant impact on the Baldivis North NC, and is inconsistent with orderly and proper planning.</p> <p>It is concerning the proposal is not only supported by the City, but the City is proposed to expand the extent of the commercial zoned land from what was originally proposed by the applicant.</p> <p>The creation of the expanded commercial area provides the landowner with opportunity to exploit the larger area and propose more floorspace than prescribed under the Structure Plan. Overall, we believe the City's recommendations do not go far enough in limiting the potential development of commercial floorspace as a result of the Structure Plan amendment.</p> <p>1. Is the Committee prepared to not support the proposed amendments to the Structure Plan that allows development of commercial zoned land, in the interest of the Baldivis community?</p> <p><i>The A/Chairperson advised that this is an item contained in this afternoon's Committee agenda and will be considered later in the meeting.</i></p> <p>4:05pm There being no further questions the A/Chairperson closed Public Question Time.</p>
5.	Confirmation of Minutes of the Previous Meeting
	<p>Moved Cr Edwards, seconded Cr Buchan:</p> <p>That Committee CONFIRMS the Minutes of the Planning and Engineering Services Committee meeting held on 18 January 2021, as a true and accurate record.</p> <p style="text-align: right;">Committee Voting (Carried) - 4/0</p>
6.	Matters Arising from the Previous Minutes
	Nil

7.	Announcement by the Presiding Person without Discussion
	4:06pm The A/Chairperson announced to all present that decisions made at Committees of Council are recommendations only and may be adopted in full, amended or deferred when presented for consideration at the next Council meeting.
8.	Declarations of Members and Officers Interests
	<p>4:06pm Cr Edwards declared the following Declaration of Interest:</p> <p>8.1 Item PD-009/21 Proposed Structure Plan Amendment - East Baldivis (Baldivis Parks Estate)</p> <p>Councillor/Officer: Cr Edwards</p> <p>Type of Interest: Financial</p> <p>Nature of Interest: Cr Edwards is in preliminary negotiations with a commercial property in the North Baldivis Neighbourhood Centre</p> <p>Extent of Interest: Not Applicable</p>
9.	Petitions/Deputations/Presentations/Submissions
	Nil
10.	Matters for which the Meeting may be Closed
	Nil
11.	Bulletin Items
	<p>Planning and Development Services Information Bulletin - February 2021</p> <p>Health Services</p> <ol style="list-style-type: none"> 1. Health Services Team Overview 2. Human Resource Update 3. Project Status Reports <ol style="list-style-type: none"> 3.1 FoodSafe 3.2 Industrial and Commercial Waste Monitoring 3.3 Mosquito Control Program 3.4 Environmental Waters Sampling 3.5 Food Sampling 4. Information Items <ol style="list-style-type: none"> 4.1 Food Recalls 4.2 Food Premises Inspections 4.3 Public Building Inspections 4.4 Outdoor Event Approvals 4.5 Permit Approvals 4.6 Complaint - Information 4.7 Noise Complaints - Detailed Information 4.8 Health Approvals 4.9 Septic Tank Applications 4.10 Demolitions 4.11 Swimming Pool and Drinking Water Samples 4.12 Rabbit Processing 4.13 Hairdressing and Skin Penetration Premises 4.14 Bookings for Halls and Reserves

	<p>4.15 Food Act Prosecution</p> <p>Building Services</p> <ol style="list-style-type: none">1. Building Services Team Overview2. Human Resource Update3. Project Status Reports4. Information Items<ol style="list-style-type: none">4.1 Monthly Building Permit Approvals - (All Building Types)4.2 Other Permits4.3 Monthly Caravan Park Site Approvals <p>Compliance and Emergency Liaison</p> <ol style="list-style-type: none">1. Compliance and Emergency Liaison Team Overview2. Human Resource Update3. Project Status Reports4. Information Items<ol style="list-style-type: none">4.1 Ranger Services Action Reports4.2 Building and Development Compliance4.3 Emergency Management - CRMs - December 20204.4 Fire Prevention - January 20214.5 SmartWatch Key Result Areas <p>Strategic Planning and Environment</p> <ol style="list-style-type: none">1. Strategic Planning and Environment Team Overview2. Human Resource Update3. Project Status Reports<ol style="list-style-type: none">3.1 Local Planning Strategy<ol style="list-style-type: none">3.1.1 Sustainable Transport Strategy3.1.2 Environmental Planning Strategy3.2 Baldivis Tramway Environmental Assessment3.3 Lake Richmond Management Plan Implementation3.4 Coastal Hazard Risk Management and Adaptation Plan - Implementation3.5 Karnup District Structure Plan4. Information Items<ol style="list-style-type: none">4.1 Structure Plan Assessment Status4.2 Structure Plan Approved by WAPC4.3 Structure Plan Approved by WAPC4.4 CoastSnap WA Report <p>Land and Development Infrastructure</p> <ol style="list-style-type: none">1. Land and Development Infrastructure Team Overview2. Human Resource Update3. Project Status Reports<ol style="list-style-type: none">3.1 Managed Aquifer Recharge (MAR) - Feasibility Study4. Information Items<ol style="list-style-type: none">4.1 Nairn Drive Duplication Project4.2 Referrals4.3 Delegated Land and Development Infrastructure Assets Approvals4.4 Handover of Subdivisional Roads4.5 Delegated Subdivision Engineering and Public Open Space Practical Completions4.6 Delegated Authority to Approve the Release of Bonds for Private Subdivisional Works <p>Statutory Planning</p> <ol style="list-style-type: none">1. Statutory Planning Team Overview
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	<ol style="list-style-type: none"> 2. Human Resource Update 3. Project Status Reports <ol style="list-style-type: none"> 3.1 Pedestrian Access Way Strategy Review 3.2 Conservation Plan fmr Roads Board Museum 3.3 Review of Planning Policy 3.3.1 - Control of Advertisements 3.4 Review of Planning Policy 3.3.21 - Heritage Conservation and Development and Website Heritage Information Sheet 4. Information Items <ol style="list-style-type: none"> 4.1 Subdivision/Development Approval and Refusals by the WAPC 4.2 Notifications and Gazettals 4.3 Subdivision Clearances 4.4 Subdivision Survey Approvals 4.5 Subdivision Lot Production 4.6 Delegated Development Approvals 4.7 Delegated Development Refusals 4.8 Delegated Building Envelope Variations 4.9 Subdivision/Amalgamation Approved 4.10 Strata Plans 4.11 Subdivision/Amalgamation Refused 4.12 Liquid Urea Ammonium Nitrate Fertiliser and Solid Fertiliser Storage and Blending Facility - Cooperative Bulk Handling (CBH) - East Rockingham <p>Planning and Development Directorate</p> <ol style="list-style-type: none"> 1. Planning and Development Directorate Team Overview 2. Human Resource Update 3. Project Status Reports <ol style="list-style-type: none"> 3.1 Rockingham Strategic Metropolitan Centre Local Planning Framework Review (LUP/2134) 3.2 Design Review Panel (LUP/2094) 4. Information Items <p>Advisory Committee Minutes</p>
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Committee Recommendation

Moved Cr Edwards, seconded Cr Buchan:

That Councillors acknowledge having read the Planning Services Information Bulletin - February 2021 and the content be accepted.

Committee Voting (Carried) - 4/0

	<p>Engineering and Parks Services Information Bulletin - February 2021</p> <p>Engineering and Parks Services Directorate</p> <ol style="list-style-type: none"> 1. Engineering and Parks Services Directorate Team Overview 2. Human Resource Update 3. Project Status Reports 4. Information Items <ol style="list-style-type: none"> 4.1 Bushfire Risk <p>Asset Services</p> <ol style="list-style-type: none"> 1. Asset Services Team Overview 2. Human Resource Update 3. Project Status Reports <ol style="list-style-type: none"> 3.1 Drainage Condition Audit 3.2 Drainage Catchment Survey Audit
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	<ul style="list-style-type: none">3.3 Road Reserve Condition Audit3.4 Reserve Electrical Asset Mapping
4.	Information Items <ul style="list-style-type: none">4.1 Asset Maintenance Team4.2 Asset Maintenance - Buildings4.3 Asset Maintenance - Reserves4.4 Strategic Asset Management
	Infrastructure Project Delivery
1.	Infrastructure Project Delivery Team Overview
2.	Human Resource Update
3.	Project Status Reports
4.	Information Items <ul style="list-style-type: none">4.1 Baldivis Road (North of Nyilla Approach), Baldivis - Guarded School Crossing4.2 Ennis Avenue (Patterson Road to Dixon Road), Rockingham - Construct Red Asphalt Shared Path4.3 Georgetown Reserve - Floodlighting upgrade4.4 Gnaragara Drive (Read Street to Santa Monica Drive), Waikiki - Install Traffic Treatments4.5 Installation of LED lighting at Mike Barnett Sports Complex4.6 Installation of LED video wall at Mike Barnett Sports Complex4.7 Lark Hill Sporting Complex Hockey Field Light Pole & Luminaire Replacement, Port Kennedy4.8 Lark Hill Sporting Complex Hockey Turf Replacement, Port Kennedy4.9 McLarty Hall and Bridge Club, Shoalwater - Building refurbishment4.10 Palomino Reserve, Baldivis - Replace light poles and luminaires4.11 Parkin Street / Bay View Street, Rockingham - Install Roundabout4.12 Paul Garnett Reserve, Cooloongup - Replace toilet partitions4.13 Playground Replacements 2020-20214.14 Read Street / Rae Road, Rockingham - Extend Right Turn Pockets4.15 Refurbishment/Replacement of public toilets - various locations4.16 Rockingham Council Administration (Square Entry) Building - Disability Compliance Upgrades and Refurbishments to Stair Wells4.17 Rockingham Council Administration Building - Disability Compliance Upgrades and Refurbishments to Toilets4.18 Rockingham Council Depot, Rockingham - Minor Refurbishment Works & Shed Replacements4.19 Rockingham Gem Club, Rockingham - Refurbishment Works4.20 Safety Bay Bowling Club, Safety Bay - Switchboard upgrade4.21 Safety Bay Bowling Club, Safety Bay - Structural repairs4.22 Safety Bay Bowling Club, Safety Bay - Shed replacement4.23 Safety Bay Road, Safety Bay - Pedestrian Islands4.24 Secret Harbour - Street lighting upgrade4.25 Singleton Volunteer Fire Brigade, Golden Bay - meeting room extension4.26 Supply and Installation of Five Aluminium Shade Shelters - Lagoon Reserve, Secret Harbour4.27 Third Avenue, Shoalwater - Drainage Upgrade
	Parks Services
1.	Parks Services Team Overview
2.	Human Resource Update
3.	Project Status Reports
4.	Information Items <ul style="list-style-type: none">4.1 Delegated Public Open Space Handovers

	<ul style="list-style-type: none">4.2 Bush Fire - Lake Richmond Reserve and Lewington Reserve4.3 Landscape remediation for the SDOOL project4.4 Footpath, Kerb Line and Hardstand Herbicide Programme4.5 Infield Irrigation Renewal Program
	Engineering Services
	<ul style="list-style-type: none">1. Engineering Services Team Overview2. Human Resource Update3. Project Status Reports<ul style="list-style-type: none">3.1 Coastal Facilities Strategy4. Information Items<ul style="list-style-type: none">4.1 Delegated Authority for Temporary Thoroughfare Closure4.2 Delegated Authority for approval of Directional Signage4.3 Delegated Authority for approval of Heavy Haulage4.4 Authorised Traffic Management Plans for Works on City Controlled Roads4.5 Civil Works Program 2020/20214.6 Civil Maintenance Program 2020/20214.7 Road Rehabilitation & Renewal Programs 2020/20214.8 Drainage Renewal Program Municipal Works 2020/20214.9 Footpath Renewal Program Municipal Works 2020/20214.10 Carpark Renewal Program Municipal Works 2020/20214.11 Litter and Street Sweeping Program 2020/20214.12 Graffiti Program 2020/20214.13 Delegated Authority for the payment of crossover subsidies4.14 Third Party Works within the City4.15 Asset Inspections4.16 Verge Treatment Applications4.17 Verge Issues4.18 Coastal Capital Projects4.19 Coastal Infrastructure Management
	Advisory Committee Minutes

Committee Recommendation

Moved Cr Edwards, seconded Cr Buchan:

That Councillors acknowledge having read the Engineering and Parks Services Information Bulletin - February 2021 and the content be accepted.

Committee Voting (Carried) - 4/0

12. Agenda Items

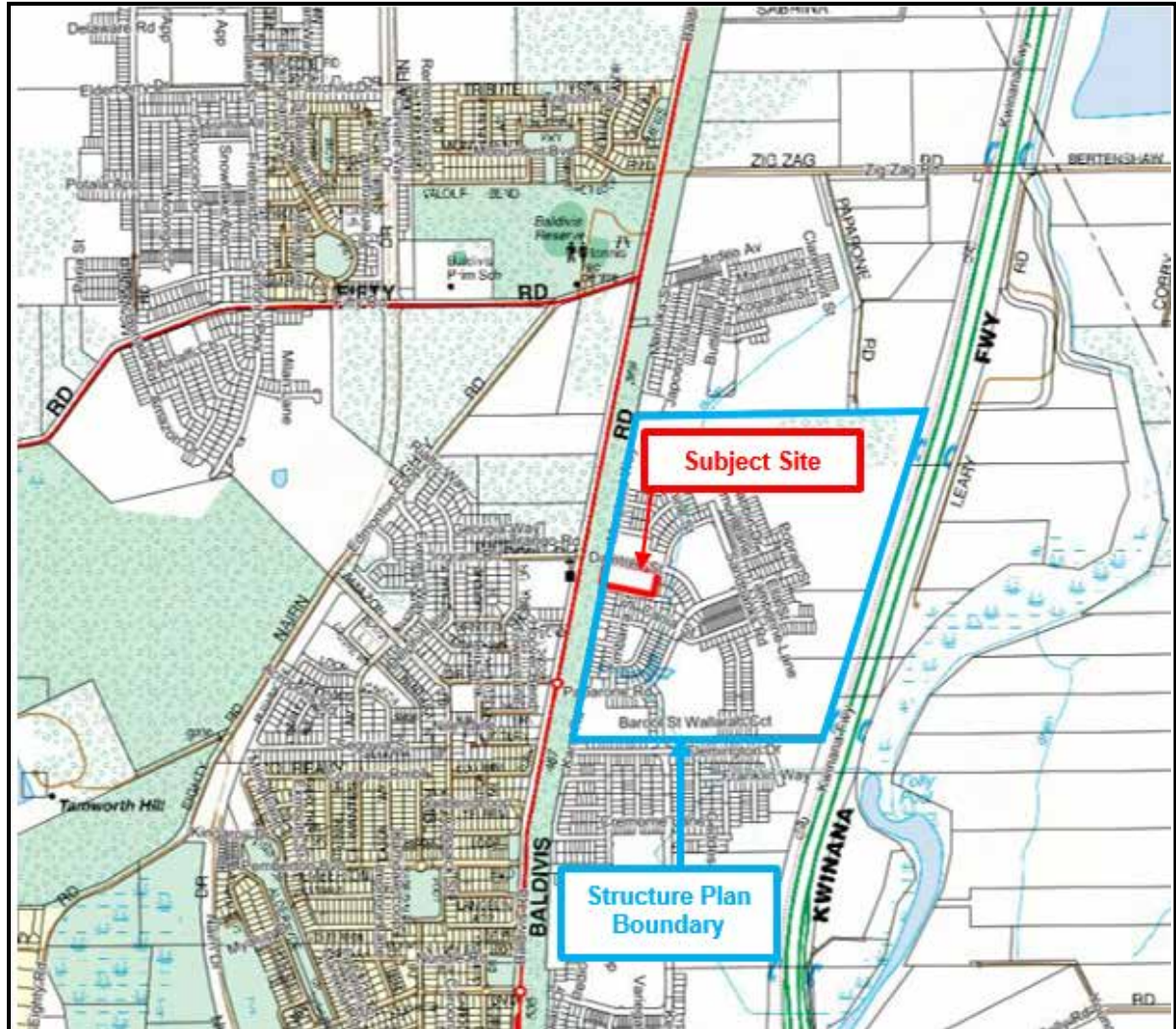
Planning and Development Services

Cr Edwards declared that she has a Financial interest in Item PD-009/21 - Proposed Structure Plan Amendment - East Baldivis (Baldivis Parks Estate), as she is in preliminary negotiations with a commercial property in the North Baldivis Neighbourhood Centre.

4:15pm - Cr Edwards departed the Planning and Engineering Services Committee meeting

Planning and Development Services Strategic Planning and Environment Services	
Reference No & Subject:	PD-009/21 Proposed Structure Plan Amendment - East Baldivis (Baldivis Parks Estate)
File No:	LUP/1660-12
Applicant:	CLE Town Planning and Design on behalf of Frasers Property
Owner:	Bonvest Pty Ltd and Australand Industrial No.88 Pty Ltd Co-Venture
Author:	Mr Robert Casella, Senior Strategic Planning Officer
Other Contributors:	Mr Tristan Fernandes, A/Manager Strategic Planning and Environment
Date of Committee Meeting:	15 February 2021
Previously before Council:	26 February 2013 (SPE-003/13); 23 July 2013 (SPE-013/13)
Disclosure of Interest:	
Nature of Council's Role in this Matter:	Executive
Site:	Lot 9020 Baldivis Road, Baldivis (corner of Daintree Street)
Lot Area:	8,506m ²
LA Zoning:	Development
MRS Zoning:	Urban
Attachments:	Schedule of Submissions
Maps/Diagrams:	<ol style="list-style-type: none">1. Location Plan2. Aerial Photograph3. Structure Plan Comparison4. Preliminary Concept Plan5. Location of Advertising6. Context Plan of Nearby Activity Centres

To consider Amendment No.4 to the East Baldvis ('Baldvis Parks Estate') Structure Plan (the Structure Plan) over Lot 9020 Baldvis Road, on the corner of Daintree Street, following the completion of public advertising.



1. Location Plan

In July 2013, the Council at its Ordinary meeting resolved to adopt the East Baldivis (Baldivis Parks) Structure Plan, subject to modifications. The modifications related to residential density, Public Open Space (POS), changes to road reservations and updates to the technical appendices. The Structure Plan was subsequently endorsed by the Western Australian Planning Commission on 27 June 2014.

In the approved Structure Plan the land is designated as R60.

The Structure Plan has since been the subject of three minor amendments that:

1. Amended the movement network and residential cells in the central-west portion of the Structure Plan area. The modification was adopted under delegated authority on 10 July 2014.
2. Amended the Structure Plan to introduce the '*Medium-Density Single House Development Standards*' (RMD-Codes). The modification was adopted under delegated authority in August 2015.

3. Amended the configuration of Public Open Space, the road configuration and density from R25 to R30) as well as updated the Bushfire Management Plan and Acoustic Assessment. This modification was adopted by the Western Australian Planning Commission (WAPC) on 8 September 2017.

The subject land is currently developed as a Temporary Sales Office and also contains a carpark, landscaping and a playground.

Details

Site Context

The site is located to the east of Baldivis Road and south of Daintree Street, which is a neighbourhood connector road and the primary entry road into the estate. The western boundary of the site abuts Baldivis Tramway Reserve. The eastern boundary abuts established residential development. A residential road adjoins the site's southern boundary. The residential areas to the east and south of the site are developed to an R25 average lot size (avg. 350m²) density.

Land directly to the north of Daintree Street is designated residential development at an R60 (avg. 150m²) density code, which is yet to be developed. The site is diagonally opposite to a neighbourhood sized POS reserve.



2. Aerial Photograph

Description of the Proposal (as advertised)

The proposed amendment to the Structure Plan seeks to:

1. Introduce 'Commercial' zone over a portion of land south of Daintree Street currently shown as 'Residential R60', for the purposes of introducing a Local Centre consisting of the following elements:
 - (i) Supermarket;
 - (ii) Liquor store;
 - (iii) Café/sales office;
 - (iv) Pharmacy;
 - (v) Medical; and
 - (vi) Child Care Centre.

2. Introduce requirement to prepare Local Development Plan(s) to guide future built form outcomes over land zoned 'Commercial' and for residential land abutting the Commercial zone.

In accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations), the applicant submitted the following technical documentation for assessment:

- Y Structure Plan Map;
- Y Structure Plan Report (Parts 1 and 2)
- Y Appendix 1 - Retail Needs Assessment
- Y Appendix 2 - Transport Impact Assessment
- Y Appendix 3 - Technical Note on Drainage Strategy.

The approved and advertised structure plans are illustrated in Figures 3 below for context:

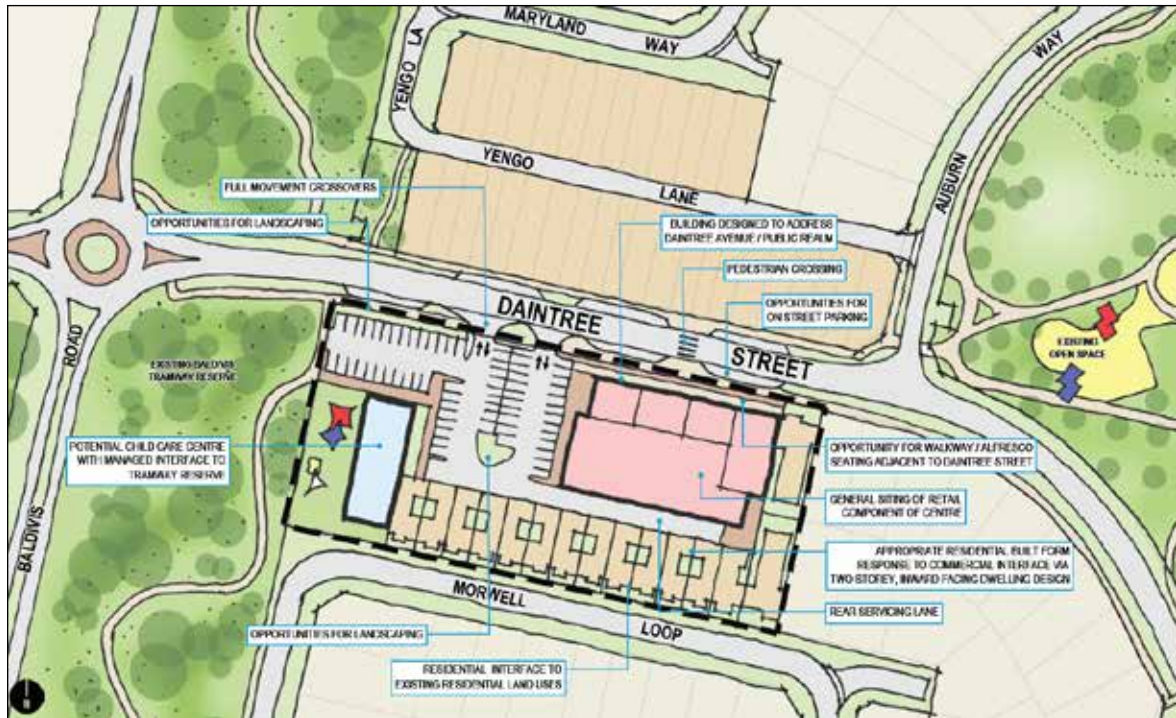
Existing Structure Plan



Proposed Structure Plan



3. Structure Plan Comparison



4. Preliminary Concept Plan

Implications to Consider

a. Consultation with the Community

Advertising Methodology

In accordance with the Notice of Exemption signed by the Minister for Planning to the Regulations in response to the declared 'State of Emergency', resulting from the outbreak of COVID-19, the City advertised the Structure Plan for a period of 42 days, an additional 14 days to the standard requirements of the Regulations.

The advertising period commenced on 2 December 2020 and concluded on 13 January 2021.

Advertising was carried out in the following manner:

1. Nearby owners and occupiers (487 referrals) of properties, which were considered to have a direct or indirect impact from the proposed Structure Plan Amendment, were notified of the proposal by letter (refer to Figure 5);
2. The City erected signage in a prominent location on the subject land, fronting Daintree Street;
3. The City placed a notice in the Sound Telegraph newspaper which circulated the area on 2 December 2020.
4. Copies of the proposed Structure Plan Amendment and relevant documents were made available for inspection at the City's Administrative Offices and on the City's website.

Advertising was undertaken in accordance with the requirements of Schedule 2, Part 4, Clause 18 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations).



5. Location of Advertising

Note: advertising area is the land contained within red and yellow dashed border.

Summary of Public Submissions

At the close of the advertising period, the City had received 11 submissions from landowners, occupiers and commercial centre operators/owners.

Of the 11 submissions:

- Y 3 were in support;
- Y 2 raised concerns that need to be addressed;
- Y 4 raised objections; and
- Y 2 were not related to the Structure Plan application.

A full copy of the submissions received during the advertising period are set out in the Schedule of Submissions and provided within the attachment to this Report.

Response to Submission Issues

The City engaged economic consultant, Macroplan, to provide expert retail sustainability advice and peer review the Retail Sustainability Assessment submitted to justify to introduction of a new Local Centre. Macroplan specialises in retail and economic analysis and assisted the City to prepare updates to its Local Commercial Strategy in 2012.

The following matters were raised in received submissions:

Activity Centre	
<u>Submission:</u>	
(i)	The unplanned introduction of the proposed centre in 'Baldvis Parks' will:
(a)	Compromise the ability of existing and planned centres to be able to meet the full daily and weekly needs of residents in the community;
(b)	Result in an overall loss of services to the community for the surrounding centres through what is essentially a duplication of services within the catchment area; and

Activity Centre (cont...)
<p>(c) Undermine and make redundant 10 years of planning due to its impact on the delivery and trading potential of the Baldvis North Neighbourhood Centre *Baldvis North NC). In particular, it will draw customers & tenants away from the Baldvis North NC and will cause a deterioration in confidence by owners and tenants if it were to proceed.</p>
<p><u>Applicant's Response:</u></p> <p><i>The analysis showed that the proposed development would have an insignificant impact on other centres and will not affect their ability to provide for the shopping needs of the community.</i></p> <p><i>The City of Rockingham Local Planning Policy 3.1.2 (LPP 3.1.2) highlights the importance of Local Centres in delivering services to Baldvis residents and encourages their development. Specifically, LPP 3.1.2 states that "Local Centres provide convenience shops or a small strip of shops serving a walkable catchment. Further Local Centre development within Baldvis will not impact on the achievement of an appropriate hierarchy and is encouraged as an overall net community benefit will result if additional Local Centres are established." The Baldvis Parks Local Centre will provide convenience to residents within a walkable catchment. Its limited range of Shop/Retail options, overall small size, and small supermarket will not compromise the hierarchy and will provide community benefit.</i></p> <p><i>The proposed development will not adversely affect planning as it aligns with LPP 3.1.2, which encourages additional Local Centres. Baldvis North's ability to maintain tenants will not be materially impacted as the Baldvis Parks Local Centre site will only have four spaces for potential tenants, with one tenancy set aside as a dual-purpose café and Baldvis Parks sales office. In addition, Baldvis North's larger size and prominent location along Nairn Drive/ Eighty Road will make it more appealing to prospective customers and tenants than the comparably smaller Baldvis Parks Local Centre.</i></p> <p><i>As stated in State Planning Policy 4.2 (SPP 4.2), [emphasis added by Pracsys]: 'A Retail Sustainability Assessment (RSA) assesses the potential economic and related effects of a significant retail expansion on the network of activity centres in a locality. It addresses such effects from a local community access or benefit perspective, and is limited to considering potential loss of services, and any associated detriment caused by a proposed development. Competition between businesses of itself is not considered a relevant planning consideration.'</i></p> <p><i>Pracsys RSA follows the requirements of SPP 4.2 in that modelling shows that no one centre will be significantly impacted by the development, indicating there will be no detriment to the levels of service within the area.</i></p>
<p><u>City's Comment:</u></p> <p>Under State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2) and the City's Planning Policy 3.1.2 - Local Commercial Strategy (LCS), the role of a Local Centre is to complement Neighbourhood Centres in serving the everyday food, grocery and convenience-oriented shopping needs of residents within a walkable catchment.</p> <p>The LCS identifies a key assessment criteria for an unplanned Local Centre is "to determine if the economic benefits outweigh the anticipated trading impacts to other centres".</p> <p>The City's assessment, informed by an independent analysis by its retail planning consultant Macroplan, determined that the development of the Local Centre is likely to cause a minor impact to surrounding centres. These impacts have been determined to be acceptable and when measured against the criteria contained within the advertised draft revision to SPP 4.2.</p> <p>The scale of a Local Centre, with appropriate controls, is also considered to be inadequate to serve the weekly supermarket needs of this catchment. Residents within the service catchment will still need to utilise the Baldvis District Centre and the North Baldvis Neighbourhood Centre (when developed) for their weekly supermarket shopping needs.</p> <p>Advice from Macroplan determined the proposed Local Centre, with appropriate planning controls, is unlikely to undermine any established or planned centre in the area, nor is it anticipated to result in deterioration in the level of service to the local community. In this regard, the economic activity generated from the development of the centre is considered to be a net community benefit.</p>

Activity Centre (cont...)	
<u>Submission:</u>	
(ii)	<p>The Retail Sustainability Assessment provides erroneous sales impact data that:</p> <p>(a) Understates the sales the proposal would capture from centres closest to the subject site; and</p> <p>(b) Overstates the sales the centre would draw from other centres located significant distances from the proposed Local Centre.</p>
<p><u>Applicant's Response:</u></p> <p><i>There is no evidence to support the assertion of '...erroneous sales data'.</i></p> <p><i>The Gravity Modelling used to distribute capture of expenditure is based on a method that has been accepted by Department of Planning and Western Australian Planning Commission (WAPC) on numerous occasions. It objectively distributes expenditure based on the size of centres and the distance from households to centres.</i></p> <p><i>The highest capture of expenditure in actual dollar terms comes from the Baldivis Town Centre which is located only 2km away from Baldivis Parks Local Centre and is by far the largest centre within the catchment area. The next highest capture of expenditure and the highest percentage impact is from Baldivis North, which will be located approximately 800m away. These results are in line with what would be expected to occur as residents modify their shopping behaviour.</i></p>	
<p><u>City's Comment:</u></p> <p>The City's independent assessment prepared by Macroplan determined the highest level of projected impact is expected to be absorbed by the Baldivis District Centre (at an estimated \$3.2 million or 0.9% impact) and the North Baldivis Neighbourhood Centre (at an estimated \$3.0 million or 5.0%).</p> <p>Under the draft advertised State Planning Policy 4.2 – <i>Activity Centres</i>, the sustainability of a centre is considered to moderately impact a centre if turnover is reduced by 5.1% - 9.99%; and significantly impacted when turnover is reduced by more than 10%.</p> <p>The estimated impacts are a reflection of the retail hierarchy of Activity Centres in northern Baldivis. A Local Centre, with limited goods and services, is not expected to hinder the potential or on-going viability of these higher-order centres.</p>	
<u>Submission:</u>	
(iii)	<p>The development will undermine the potential for planned delivery of centres to attract and retain tenants as a result of ongoing uncertainty over the competing offer proposed within the serviceable catchment.</p>
<p><u>Applicant's Response:</u></p> <p><i>There is no evidence to support this assertion. Please see response to submission 1 regarding undermining planning.</i></p> <p><i>Continued and projected growth in dwellings has seen a number of centres within the Baldivis Precinct apply for expansions including a proposed commercial development at the corner of Baldivis Road and Fifty Road and a recent application to double the Shop/Retail NLA of the Baldivis North centre from the initial planned 5,000m² to 10,000m².</i></p> <p><i>The small Baldivis Parks Local Centre with a planned Net Lettable Area of less than 1,300m² and a proposed total of four Shop/Retail tenancies, will not have a significant impact on attracting and retaining tenants within the serviceable catchment.</i></p>	
<p><u>City's Comment:</u></p> <p>The City's assessment, on advice from Macroplan, determined the proposed Baldivis Parks Local Centre is unlikely to delay or negatively impact the delivery of centres in the surrounding locality.</p>	

Activity Centre (cont...)

Submission:

- (iv) The Retail Sustainability Assessment accompanying the proposed amendment to the Structure Plan is supported by gravity modelling, which does not include any delineation of destination zones or geographic boundaries to apply to the model.

This results in a modelling methodology which is seriously flawed, as its findings suggest similar impacts at centres 6 kilometres away to a centre 750 metres away. This is counterintuitive to the premise of a Local Centre serving a local catchment.

Applicant's Response:

There is no evidence to support the assertion that the methodology is "seriously flawed".

Gravity Modelling is a widely used approach that has been accepted by the WAPC through the review of a wide range of Structure Plans, Local Commercial Strategies and Retail Sustainability Assessments. The City of Rockingham's LPP 3.1.2 uses gravity modelling.

The Pracsys modelling methodology uses the Australian Statistical Geography Standard, Statistical Area 1 (SA1) to define the catchment area, which is stated in footnote 5 on page 12 of the RSA.

The Retail Gravity Model (also known as Huff's Gravity Model) is a modified version of Sir Isaac Newton's Law of Gravitation, widely used in international trade modelling, transport modelling and regional planning. Retail Gravity modelling studies the supply of and demand for retail within a catchment area, assessing the probability of a customer (demand) visiting a particular centre (supply) as a function of distance and attractiveness. Floorspace quantum is used to represent the attractiveness of retail centres. The logic of gravity is straightforward: customers are willing to travel farther to shop at larger centres, representing a higher level of attraction (they can generally satisfy multiple needs in one trip to a larger centre, which also contains a higher proportion of comparison goods). The gravity model provides an objective method of distributing expenditure among centres. Calibration is used to match the calculated distribution of expenditure to actual published turnover levels, optimising the model outputs. This comprehensive approach creates a distribution of expenditure that is fundamentally unbiased, as it is based on mathematical rules. It is a widely used approach that has been accepted by the Department of Planning, Lands and Heritage and Western Australian Planning Commission (WAPC) through the review of a wide range of Structure Plans, Local Commercial Strategies and Retail Sustainability Assessments.

The analytical finding that centres six kilometres and 750 metres away from the proposed centre experience similar impacts is not inconsistent with the logic of this widely-accepted modelling approach, as impact estimates are affected by the dynamics of centre distance from demand, quantum of retail supply and actual centre turnover.

Without knowing which centres this comment is specifically referring to, it is not possible to provide any further / more specific rationale for this finding.

City's Comment:

The City's assessment, on advice from Macroplan, generally supports the sales impact findings presented in the applicant's Retail Sustainability Assessment.

Submission:

- (v) The proposed inclusion of commercial activities at the Baldivis Parks Local Centre is unnecessary and unwarranted, as these facilities are planned to be provided at Baldivis North Neighbourhood Centre. As a result, the proposed Local Centre represents an extremely poor commercial outcome by creating a centre that will have a catchment that is completely and entirely overlapped by that of the Baldivis North Neighbourhood Centre.

Activity Centre (cont...)

Applicant's Response:

Local Planning Policy 3.1.2 - Local Commercial Strategy states that [emphasis added by Pracsys] "LC's [Local Centres] provide convenience shops of a small strip of shops serving a walkable catchment. Further Local Centre development within Baldivis will not impact on the achievement of an appropriate hierarchy and is encouraged as an overall net community benefit will result if additional Local Centres are established." The Retail Sustainability Assessment indicates there will be no significant impacts on surrounding centres due to the Baldivis Parks LC; impacts will be reduced as population grows and the proposed centre will not negatively affect commercial outcomes.

SPP 4.2 identifies a walkable catchment of 200m for Neighbourhood Centres. As such, the Baldivis North Neighbourhood centre would be outside the defined walkable catchment for residents living east of Everest Way. Expanding the definition of a walkable catchment to 800m would still leave a significant number of residents living within the Baldivis Parks Housing development without Shop/Retail floorspace within a walkable catchment.

It is normal for centres of different sizes to have overlapping catchments; the Baldivis North NC's catchment is fully contained within the Baldivis Town Centre's catchment.

In addition, the Baldivis Parks Local Centre will serve a different function to Baldivis North. Whereas a Neighbourhood centre could service most of the daily and weekly needs of residents in the community, Local Centres are to provide convenience to residents within a walkable catchment. Its limited range of Shop/Retail options, small size, and small supermarket will not compromise the hierarchy but will provide community benefit and stimulate healthy competition.

City's Comment:

Please refer to the City's comment raised in response to submission issue 1(i).

Additionally, it is noted that the role of a Local Centre is to complement Neighbourhood Centres in serving the everyday food, grocery and convenience-oriented shopping needs of residents within a walkable catchment.

Submission:

(vi) The Retail Sustainability Assessment asserts a readily walkable catchment benefits the proposed development. But the proposed centre is within 750 metres of the North Baldivis Neighbourhood Centre and is already served by the catchment for an existing planned centre. The urban structure of north Baldivis and its population has been properly planned with one central Neighbourhood Centre.

Applicant's Response:

See response to Submission 5:

LPP 3.1.2 states that [emphasis added by Pracsys] "Local Centres provide convenience shops of a small strip of shops serving a walkable catchment. Further Local Centre development within Baldivis will not impact on the achievement of an appropriate hierarchy and is encouraged as an overall net community benefit will result if additional Local Centres are established." The Retail Sustainability Assessment indicates there will be no significant impacts on surrounding centres due to the Baldivis Parks Local Centre; impacts will be reduced as population grows and the proposed centre will not negatively affect commercial outcomes.

SPP 4.2 identifies a walkable catchment of 200m for Neighbourhood Centres. As such, the Baldivis North Neighbourhood centre would be outside the defined walkable catchment for residents living east of Everest Way. Expanding the definition of a walkable catchment to 800m would still leave a significant number of residents living within the Baldivis Parks Housing development without Shop/Retail floorspace within a walkable catchment.

It is normal for centres of different sizes to have overlapping catchments; the Baldivis North Neighbourhood Centre's catchment is fully contained within the Baldivis Town Centre's catchment.

Activity Centre (cont...)

In addition, the Baldivis Parks Local Centre will serve a different function to Baldivis North. Whereas a Neighbourhood centre could service most of the daily and weekly needs of residents in the community, Local Centres are to provide convenience to residents within a walkable catchment. Its limited range of Shop/Retail options, small size, and small supermarket will not compromise the hierarchy but will provide community benefit and stimulate healthy competition.

LPP 3.1.2 encourages additional Local Centres to supplement current planning.

City's Comment:

It is common that catchments of Neighbourhood Centres and Local Centres overlap. The role of a Local Centre is to complement Neighbourhood Centres in serving the everyday food, grocery and convenience-oriented shopping needs of residents within a walkable catchment.

Liveable Neighbourhoods (LN) supports the provision of activity centres in walking distance of residences, which improves the overall liveability of a neighbourhood, whilst providing an improved level of service to the community.

Macroplan considers the proposal will deliver an overall net community benefit, providing the residents of Baldivis Parks a walkable location for their everyday shopping needs.

Submission:

(vii) The catchment area used by the Retail Sustainability Assessment for the modelling is excessive for determining the overall sales potential for the centre. The use of a larger catchment results in the allocation of a larger proportion of sales across a more diverse range of centres diluting the impacts on other centres.

As such, the Retail Sustainability Assessment overstates the sales the centre would draw from centres located significant distances from the proposed centre and understates sales that would be captured from centres closest to the proposed centre. This results in erroneous sales impact data for the centres closest to it, including Baldivis North Neighbourhood Centre.

Applicant's Response:

There is no evidence to support the assertion of '...erroneous sales impact data'. The widely-accepted retail gravity model methodology provides an objective method of distributing expenditure among centres, accounting for distance in the probabilistic distribution of retail expenditure through the square distance exponent (see Figure 15. Gravity Model Probability Formula in Appendix 2: Gravity Modelling Methodology). As modelled consumer behaviour is (acutely) responsive to distance, the inclusion of a conservatively-large catchment does not result in an over-allocation of expenditure at centres located significant distances from the proposed centre, nor does it understate the expenditure captured by centres in close proximity to the subject site. Under a scenario where two centres exhibit identical attractiveness (the same retail floorspace quantum), the centre which is closer to demand will attract a significantly higher proportion of expenditure. Resultantly, development of the proposed centre will have a larger impact on centres in closer proximity than those further away (ceteris paribus).

A wider catchment includes more retail supply and demand, ensuring a more accurate assessment of potential impacts on the activity centre hierarchy. Future planned expansions that are not yet ready to progress have been included to provide a conservative analysis. This includes bringing forward 24,000m² in Shop/Retail floorspace to 2022 (the modelled year), which is to be developed over the next decade, while keeping population at the forecasted 2022 level.

This scenario is truly 'worst case' in that it constrains the amount of retail expenditure whilst increasing the allocation of Shop/Retail floorspace. The model assumes that the Baldivis Park LC will turnover above viable levels; even with this assumption and the oversupply of retail floorspace, modelled impacts remain low.

With high growth projections in the North Baldivis area, the already minor impacts from Baldivis Park Local Centre will be reduced, further justifying its approval.

Activity Centre (cont...)

City's Comment:

Macroplan's analysis determined the proposal will serve a local trade area, smaller than that outlined by the applicant's Retail Sustainability Assessment.

The majority of trade is expected to be generated from residents of Baldivis Parks estate, while drawing some business from passing local traffic and residents from the western side of Baldivis Road.

The majority of impacts are likely to be absorbed by centres in northern Baldivis, namely, the future Baldivis North Neighbourhood Centre, Fifty Road Local Centre, Lakeside Local Centre, Spudshed Baldivis and the Baldivis District Centre.

The anticipated trade impact to planned and established centres is projected to be low (<5.1% trade impact) and the impact to planned and established centres south of Safety Bay Road are projected to be negligible.

Submission:

(viii) The following concerns are raised in relation to the Retail Sustainability Assessment supporting the Structure Plan Amendment:

(a) No assumed growth of established centres:

The Retail Sustainability Assessment (RSA) has not assumed any growth within the established Baldivis district centre.

(b) No accounting for recent Structure Plan proposals:

No consideration has been given to the proposed Fifty Road Structure Plan Amendment to increase the retail Net Lettable Area of the North Baldivis Neighbourhood Centre, which is less than 1km from the Baldivis Parks proposal. It would be unusual for centres in a planned area to be so close, with conflicting catchments for similar order centres

(c) No demonstrated need for the Local Centre:

The analysis does not demonstrate a need for the additional centre or current undersupply of service within Baldivis that warrants the establishment of a Local Centre.

(d) COVID-19:

The impacts of COVID-19 on the economic outlook, particularly retail spending patterns and population growth, is not explicitly considered by the RSA.

Applicant's Response:

There are no planned expansions at the Baldivis Town Centre (BTC – district centre). The BTC received a major expansion in 2015 and another recent expansion in 2019 bringing the Gross Floor Area from 20,000m² to 34,000m². Given these recent expansions and a lack of expansion plans, no additional floorspace was included in the model for the BTC. This being said, the model did include 24,000m² of planned floorspace, much of which is not likely to be developed before population growth occurs.

The Fifty Road Local Structure Plan Amendment was submitted after the completion of modelling for the Baldivis Parks Local Centre. The proposal at the corner of Baldivis Road and Fifty Road was available pre-modelling and was included.

See response to Submission 5 regarding catchment overlap. It is common for similar order centres to be in close proximity to other centres. In fact it occurs, or is planned to occur, in multiple areas within the Baldivis South area, see Figure 20 on page 30 of the RSA.

We were requested to provide a retail sustainability assessment that assessed the impact of the proposed land use change. Although retail need was not part of our remit, it is evidenced by a number of factors. Recent dwelling growth within the area has encouraged a number of centres to gain approval to expand beyond their initial Structure Plan (i.e. Parkland Heights). Population growth is also forecast to increase by 55%, most of which will be accommodated in the North Baldivis area, this growth will generate further retail demand.

Activity Centre (cont...)

There are also a number of market indicators for retail need with the proposed commercial development on the corner of Baldivis Road and Fifty Road and the application to double the Shop/Retail floorspace of Baldivis North. These applications indicate that there is and will be demand for additional retail supply above what is currently planned.

Retail expenditure has actually increased since the outbreak of the COVID-19, rather than decreased. The Western Australian Treasury Corporation (WATC) who tracks retail spending, reports that seasonally adjusted spending on food has increased 11.0% nationally year on year for the month of November (the most recent retail spending data). With the exclusion of Cafes, Restaurants and Takeaway food who are susceptible to ongoing lockdown restrictions, all other forms of retail have seen an increase in spending year on year. Within Western Australia, November saw a 1.2% increase in sales month on month to bring the year on year increase to 16.6%. The WATC are also predicting strong retail sales to continue boosted by high levels of household savings, the opening up of the economy and labour market and low interest rates.

In combination, these factors make it highly likely that expenditure on convenience retail will continue to remain high into the short to medium term future. This will be reflected by increased turnover and productivity to be enjoyed by supermarket traders.

Based on the above, the results of Pracsys' retail expenditure modelling are therefore conservative rather than optimistic.

City's Comment:

- (a) The role of the Baldivis Town Centre, does not intrude upon the role and function of a Local Centre, in providing for convenience-oriented needs within its walkable catchment.
- (b) An independent analysis has considered the impact of the approved planning framework its consideration of the Structure Plan Amendment.
The scale of a Local Centre is considered to be inadequate to serve the weekly supermarket needs of this catchment. If the development of the Baldivis Parks Local Centre were to proceed, the residents of the estate will still need to utilise the Baldivis District Centre and the North Baldivis Neighbourhood Centre (when developed) for their weekly supermarket needs.
Based on the scale, composition and role of the proposed Baldivis Park Local Centre, it is unlikely to undermine the role of the future Baldivis North Neighbourhood Centre nor significantly constrain the trading potential of the centre.
- (c) A Local Centre, anchored by a small format supermarket/foodstore under 1,000m² in floorspace, is unlikely to create a materially adverse impact to planned and established centres in the surrounding area.
In this regard, it is considered a net community benefit will be created from the subject development, enabling the residents of Baldivis Parks a walkable location for their everyday shopping needs.
- (d) This is not a matter relevant to the consideration of the Structure Plan Amendment.

Further commentary regarding the proposed Local Centre is contained within the 'Comments' Section of this Report.

Traffic

Submission:

- (i) **The site will increase the likely traffic hazard along Daintree Street due to an increase demand for traffic movements in this location.**

Applicant's Response:

A Traffic Impact Assessment (TIA) was prepared in association with the Structure Plan Amendment to determine the number of additional trips likely to be generated by the proposed Local Centre as compared to the current residential designation under the Structure Plan Amendment.

Traffic (cont...)
<p><i>Traffic modelling undertaken as part of the TIA determined that development of the site for a Local Centre would increase daily trip generation rates from 320 vehicles per day (VPD) under the current residential scenario to 2,000VPD under the proposed scenario. This has the effect of increasing total daily traffic volumes on Daintree Street in front of the proposed local centre site from 1,200 to 2,300VPD. Please note that these volumes include traffic generated by the Local Centre, other Structure Plan traffic as well as external traffic. Importantly, Daintree Street is designed and constructed as a 'Neighbourhood Connector B' road capable of accommodating up to 3,000VPD. The forecast 2,300VPD can therefore be comfortably accommodated by the road network without causing traffic safety issues.</i></p> <p><i>Further, given the location of the Local Centre site at the entrance to the estate, the additional estimated 1,680VPD are not required to traverse through the estate, with increases in traffic volumes concentrated on the section of Daintree Street in front of the Local Centre. This assists to limit the potential impacts of additional traffic volumes on established residents within the estate and ensure that the established hierarchy of roads remains suitable.</i></p>
<p><u>City's Comment:</u></p> <p>The City has determined that Daintree Street has the capacity and capability to accommodate any additional traffic likely to be generated by the proposed commercial development.</p>
Amenity
<p>Submission:</p> <p>(i) The development will result in adverse noise and traffic impacts from the shopping centre on surrounding residents.</p>
<p><u>Applicant's Response:</u></p> <p><i>Traffic</i></p> <p><i>Refer to response above (See previous public submission comments contained within the heading of 'Traffic').</i></p> <p><i>Noise</i></p> <p><i>The proponent is conscious of the potential impact of noise from service vehicles and this will be addressed as part of the detailed design at the development application stage. As reflected in the preliminary concept plan however, the Local Centre has been planned so that it does not directly interface with any existing residential properties and that future dwellings will be designed and sited to act as a physical noise barrier.</i></p> <p><i>Specifically, the concept shows two-storey rear boundary walls abutting the loading area to address the interface treatment and serve as an acoustic wall. This is expected to assist mitigate the most prominent source of noise from the site, being the unloading of deliveries and delivery truck movements. Further, the amended Part 1 requires a Local Development Plan for the centre site and / or the adjoining residential lots which will ensure that noise mitigation measures are suitably addressed.</i></p> <p><i>Ultimately, the development and operation of the centre will be required to comply with the Environmental Protection (Noise) Regulations 1997 as well as any specific conditions of development approval, which may limit timeframes for when deliveries may be received in order to mitigate potential noise impacts.</i></p>
<p><u>City's Comment:</u></p> <p>The consideration of noise impacts for the operation of land uses within a Local Centre is a matter that will need to be addressed in more detailed planning for the site. This will be addressed through the preparation of a Local Development Plan and within the consideration of a future development application.</p>
<p>Submission:</p> <p>(ii) Proposal will contribute to an increase in crime rate in the area.</p>

Amenity (cont...)
<p><u>Applicant's Response:</u></p> <p><i>The proposed Local Centre will serve as a valuable community asset by not only providing for the convenient day-to-day shopping needs of local residents, it will also become a focal point for community interaction and engagement. Development of the centre will encourage interaction and activity, fostering a sense of place and identity that all members of the community can enjoy.</i></p> <p><i>Crime is an unfortunate fact of life however, no supporting evidence has been provided as to why this proposal specifically will introduce crime. Were this position reflected in planning decision making (i.e. that Local Centres increase crime), we would have no centres in proximity to residential areas which is not practical or reasonable.</i></p> <p><i>The design of the Local Centre that will be detailed as part of the future development application process will seek to employ measures aimed at 'designing-out crime' in accordance with established principles. Measures can be taken to minimise opportunities for crime such as lighting, activation of building frontages and CCTV camera's - all standard measures that will be implemented as part of the design and development of the centre.</i></p>
<p><u>City's Comment:</u></p> <p>There is no basis to assert that the introduction of commercial development over the subject land will generate or contribute to crime rates. The commercial land uses associated with local activity centres are considered to be compatible with residential land uses.</p> <p>Subsequent stages of the planning process must address the design of the development proposal to discourage anti-social behaviour and provide opportunities for natural surveillance in accordance with the WAPC's <i>Designing out Crime: Planning Guidelines</i> (2006).</p>
Residential Development
<p>Submission:</p> <p>(i) The proposal should be modified to provide for cottage sized blocks (e.g. larger blocks) rather than a 14 x two storey unit style design for the residential component to be more visually coherent with the residences that have already been established on Morwell Loop, opposite the proposed site.</p>
<p><u>Applicant's Response:</u></p> <p><i>The proposed Structure Plan Amendment does not propose to alter the R60 density code fronting Morwell Loop which exists under the current Structure Plan. The potential residential outcomes fronting Morwell Loop are therefore not affected by the proposed Structure Plan Amendment and the indicative '14 x two storey unit style design' shown on the concept could be delivered regardless of this Structure Plan proposal. The built form typology shown in the concept is typical of R60 coded areas and is already provided for under the current Structure Plan.</i></p>
<p><u>City's Comment:</u></p> <p>The proposed Structure Plan Amendment does not seek to alter the R60 residential density abutting Morwell Loop, as approved within the existing Structure Plan.</p> <p>The City has considered the context of the R60 density and has determined its potential to provide for diverse housing options and its location in proximity to public open space, public transport and a Local Centre remain consistent with the with <i>Liveable Neighbourhoods</i> policy.</p>

b. Consultation with Government Agencies

As part of the advertising process, relevant government agencies and servicing authorities were notified of the proposal in writing and invited to comment pursuant to Schedule 2, Part 4, Clause 18(1)(b) of the Regulations. In this regard, the City invited comments from the following agencies:

- ATCO Gas Australia
- Department of Planning, Lands and Heritage

- Department of Fire and Emergency Services
- Department of Transport
- Public Transport Authority
- Telstra
- Water Corporation

Following the close of the advertising period, the City received five submissions from State Agencies and Service Authorities. A full copy of the all submissions received during the advertising period is set out in the Schedule of Submissions contained within Attachment No.1 to this Report.

Only one submission was received that raised a matter for consideration:

Department of Transport
<u>Submission:</u>
(i) The Structure Plan should take into account the Long Term Cycling Network Plan, which was endorsed by the City of Rockingham on 23 June 2020.
<u>City's Comment:</u> The submission is noted. Baldivis Road is identified as a 'Secondary' cycle route, which provides connections between primary routes (such as the Kwinana Freeway Principal Shared Path) and major activity centres such as shopping precincts, industrial areas or major health, education, sporting and civic facilities. They are designed to provide a high-quality, safe, convenient routes for the cycle network which feed into the primary routes, which form the spine of the cycle network. The City will ensure that the provision of end of trip facilities are provided within the Local Centre to support as part of the detailed planning for the site.

c. Strategic

Community Plan

This item addresses the Community's Vision for the future and specifically the following Aspiration and Strategic Objective contained in the Strategic Community Plan 2019-2029:

Aspiration 3: *Plan for future generations*

Strategic Objective: *Responsive planning and control of land use: plan and control the use of land to meet the needs of the growing population, with consideration of future generations.*

d. Policy

Assessment of the Structure Plan has been informed by the following strategies and policies:

Regional Planning Framework

- Y Directions 2031 and Beyond: Metropolitan Planning Beyond the Horizon ('Directions 2031') (2010)
- Y South Metropolitan and Peel Sub-Regional Planning Framework (2018)
- Y Liveable Neighbourhoods (2009)
- Y SPP 3.0 - Urban Growth and Settlement
- Y SPP 3.7 - Planning in Bushfire Prone Areas
- Y SPP 4.2 - Activity Centres for Perth and Peel
- Y SPP 4.2 - Activity Centres (Draft)
- Y SPP 7.0 - Design of the Built Environment
- Y SPP 7.2 - Precinct Design
- Y DC Policy 2.3 - Public Open Space in Residential Areas

Local Planning Framework

Y Planning Policy 3.1.2 - Local Commercial Strategy

Y Planning Policy 3.4.3 - Urban Water Management

These Policies are identified where relevant to discussion of the key issues identified in Comment section of the Report. Further detailed technical comments will be included in the Local Government Report when submitted to the WAPC for determination.

e. Financial

Nil

f. Legal and Statutory

Planning and Development (Local Planning Schemes) Regulations (2015)

In accordance with Clause 19(1) of the Regulations, the local government:

- (a) must consider all submissions made to the local government within the period specified in a notice advertising the structure plan; and
- (b) may consider submissions made to the local government after that time; and
- (c) may request further information from a person who prepared the structure plan; and
- (d) may advertise any modifications proposed to the Structure Plan to address issues raised in submissions.

Determination of a Structure Plan ultimately rests with the WAPC. In accordance with Clause 20 of the Regulations, the local government must perform the following actions:

- (1) The local government must prepare a report on the proposed structure plan and provide it to the WAPC no later than 60 days after the day that is the latest of:
 - (a) the last day for making submissions specified in a notice given or published under clause 18(2); or
 - (b) the last day for making submissions after a proposed modification of the structure plan is advertised under clause 19(2); or
 - (c) a day agreed by the Commission.
- (2) The report on the proposed Structure Plan must include the following:
 - (a) a list of the submissions considered by the local government, including, if relevant, any submissions received on a proposed modification to the structure plan advertised under clause 19(2);
 - (b) any comments by the local government in respect of those submissions;
 - (c) a schedule of any proposed modifications to address issues raised in the submissions;
 - (d) the local government's assessment of the proposal based on appropriate planning principles;
 - (e) a recommendation by the local government on whether the proposed structure plan should be approved by the WAPC, including a recommendation on any proposed modifications.

g. Risk

All Council decisions are subject to risk assessment according to the City's Risk Framework.

Implications and comment will only be provided for the following assessed risks.

Customer Service / Project management / Environment: High and Extreme Risks

Finance / Personal Health and Safety : Medium, High and Extreme Risks

Nil

Comments

The Comments section provides the City's technical assessment in relation to key matters associated with the proposed Structure Plan Amendment.

1. Local Centre

The Structure Plan Amendment proposes a 5,800m² 'Commercial' Zone which is notionally proposed to contain:

- (i) Supermarket (863m²);
- (ii) Liquor Store (137m²);
- (iii) Café/Sales Office (135m²);
- (iv) Pharmacy (139m²);
- (v) Medical/Office/Consulting Rooms (268m²); and
- (vi) Child Care Centre.

In terms of *State Planning Policy 4.2 – Activity Centres in Perth and Peel* (SPP4.2) and the City's LCS, a commercial centre of this size is classified as a 'Local Centre'.

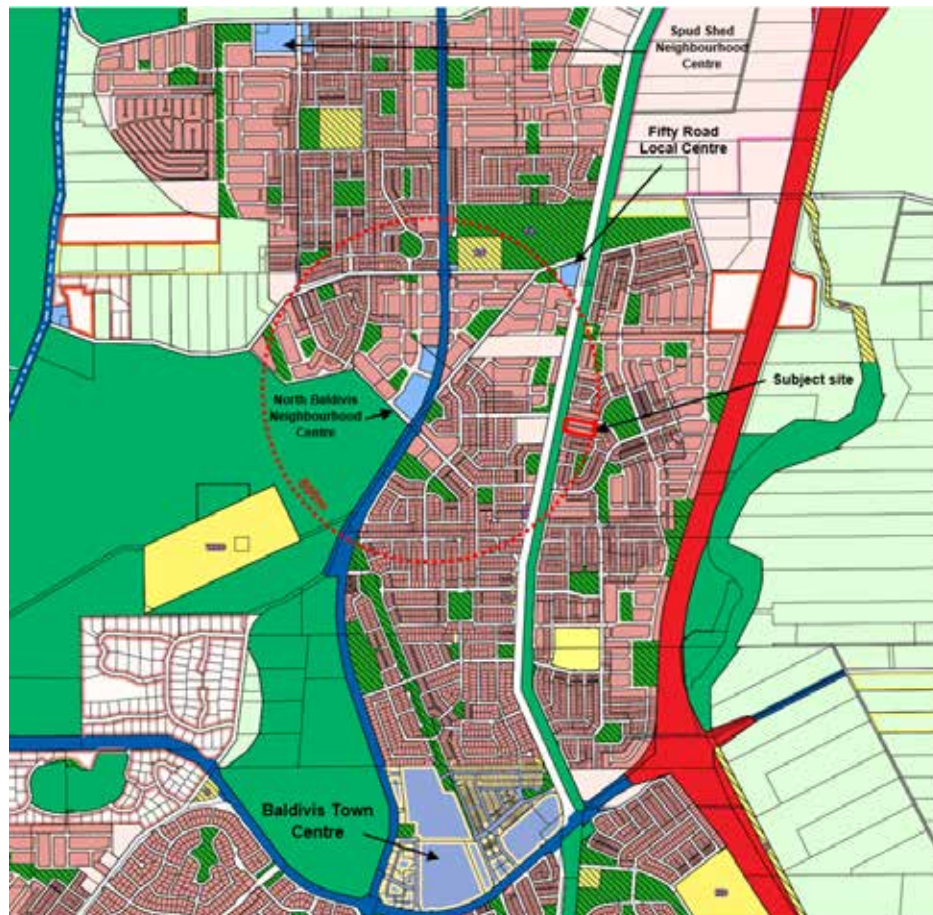
The balance of the site (2,706m²) is proposed to be developed for fifteen residential lots bordering the southern and eastern boundary of the Local Centre.

Potential Impacts on Other Planned Commercial Centres

The proposed Local Centre, which is within 750m of the proposed Baldvis North Neighbourhood Centre, is not identified in City's planned retail hierarchy outlined in the LCS.

The LCS specifies that development of further Local centres within Baldvis will not impact on the achievement of an appropriate hierarchy, and is encouraged as an overall net community benefit. A key assessment criteria for an unplanned Local Centre is to determine if the economic benefits outweigh the anticipated trading impacts to other centres to deliver a net community benefit.

The context of planned and established activity centres within northern Baldvis is illustrated in Figure 6.



6. Context Plan of Nearby Activity Centres

1. Local Centre (cont...)

Floorspace of Local Centre

The proposal specifies the Centre to comprise of 1,274m² retail Net Lettable Area (NLA), made up of the following land uses, outlined in the Pracsys Retail Sustainability Assessment Report:

Component	PLUC Code ²	Gross Floor Area ³ (GFA) (m ²)	Net Lettable Area (NLA) (m ²)
Supermarket	Shop/Retail	1,357	863
Liquor store	Shop/Retail	152	137
Café/Sales Office	Shop/Retail	150	135
Pharmacy	Shop/Retail	154	139
Total Shop/Retail		1,813	1,274
Medical	Office/Business	268	241
Total		2,081	1,515

Sources: CLE Town Planning + Design (2020), Pracsys 2020

The LCS limits the size of Local Centres with the provision of a maximum Net Lettable Area (NLA) of 1,500m² to provide for convenience shops, limited specialty stores and personal services.

The proposal has defined the NLA for the centre by excluding back-of-house storage areas. This methodology is inconsistent with the City's LCS and SPP4.2 which states that that 'back-of-house' and 'storage areas' are be included in the NLA measurement of any specific tenancy, as they are for the exclusive use of the occupier.

Based on the above definition, the proposal seeks to provide a total of 2,081m² NLA, 581m² greater than the maximum recommended by the City's LCS and SPP4.2. It is recommended the Structure Plan Amendment be modified to calculate NLA in accordance with the LCS and SPP 4.2 and reduce the size of the centre to 1,500m².

Retail Assessment

The independent analysis conducted by Macroplan, determined the proposed Local Centre, with appropriate planning controls, is unlikely to undermine any established or planned centre in the area, nor is it anticipated to result in deterioration in the level of service to the local community. The economic activity generated from the development of the centre is considered to be a net community benefit.

Macroplan's analysis of the sales projections and impacts to be absorbed by surrounding centres determined a minor 5% on the estimated turnover to the North Baldivis Neighbourhood Centre. The sustainability of a centre is considered significantly impacted if its turnover is reduced by more than 10%.

Contrary to the assessment provided within the submitted Retail Sustainability Assessment, it is considered that the catchment used for the proposed Baldivis Parks Local Centre is large for a centre of this nature. Macroplan's analysis determined the proposal will serve a more local trade area, with a majority of the business generated to originate from residents within the estate, whilst attracting some trade from passing local traffic.

The LCS also notes that '*supermarkets are generally not appropriate for local activity centres*'. The analysis determined that a small format supermarket of between 400 – 600m² NLA is appropriate in this circumstance and an essential anchor for the long-term viability of the proposed development.

To ensure a net community benefit is maintained and does not undermine the role and function of the hierarchy of activity centres, it is recommended that retail floorspace be limited through the preparation of a Local Development Plan for the size of the supermarket (to a maximum of 600m² NLA) and each retail tenancy (to a maximum of 130m² NLA).

Recommendation 1:

Update the Structure Plan Report, by requiring the preparation of a Local Development Plan over commercial zoned land to address:

- (i) **The Local Centre be reduced to provide 1,500m² NLA which includes back of house storage in accordance with State Planning Policy 4.2 and Planning Policy 3.4.1 – Local Commercial Strategy.**
- (ii) **Provide for a small format supermarket with a maximum floorspace of 600m² NLA.**
- (iii) **Retail tenancies other than a supermarket are to be no greater than 130m² NLA.**

2. Land Use

The proposed Structure Plan Amendment, as stated under the 'Details' section above, proposes to classify the subject site with dual zones; commercial and residential.

Land Use Interface/Impacts

The preliminary Concept Plan identifies interface between the proposed residential development to the south that backs onto Local Centre and loading dock.

The proposal to locate a service lane at the back of residential lots is not supported, as proposed. SPP7.2 requires development to optimise safety and security by maximising opportunities for passive surveillance and follow the design principles of Crime Prevention through Environmental Design (CPTED). These CPTED principles include:

- Ensure clear sightlines to public realm spaces and streets from adjacent buildings;
- Strategic footpaths and cycle ways to be in view of adjacent land uses;
- Ensure primary activity areas and pedestrian routes are well-lit; and
- Locate land uses that can promote passive surveillance where possible.

Other considerations associated with CPTED principles is the requirement to prevent commercial buildings from permitting public access to the sides of buildings to avoid entrapment spots and provide natural surveillance.

Additionally, the length of the service bay, backing directly onto the rear of residential lots (solid wall on two sides, has not considered any opportunities for adequate passive surveillance to deter antisocial behaviour. *Liveable Neighbourhoods* requires developments to be laid out and detailed to ensure adequate passive surveillance to improve overall community safety.

The design and potential land use impacts associated with the proposed Child Care Centre, proposed within close proximity to established residential development is also recommended to be addressed within the preparation of a Local Development Plan.

The provision of a Local Centre with an interface with the street provides an opportunity to promote an improved streetscape environment. It is recommended the City encourage opportunities to integrate a small local/civic space with the interface of the Local Centre to improve activation and interest in the streetscape.

In light of the above, it is recommended that the Structure Plan Report identify the following key matters to be addressed in subsequent stages of the planning process:

- (i) Provision of passive surveillance opportunities between residential development and the Local Centre to address CPTED principles;
- (ii) Preparation of an Acoustic Report addressing the noise generated from the Child Care Centre and noise associated with service vehicles and service lane/bay on residential development; and
- (iii) Provision of a visually permeable interface from the Child Care Centre on the Tramway

Access/Egress

A Local Development Plan is recommended to consolidate crossover locations and address appropriate access and egress to residential development, particularly for any lots proposed to have direct access onto Daintree Street.

The preliminary Concept Plan identifies two crossovers in close proximity for access and egress to the Local Centre. No justification has been provided for the proposed crossover locations within either the Structure Plan Report or Traffic Impact Assessment (TIA). The conceptual design will need to be refined through subsequent stages of the planning process and in this regard, to provide for appropriate vehicle circulation through the site. It is recommended that a future Local Development Plan address access/egress to the site in accordance with Austroad's *Guide to Road Design Part 4 (Intersections and Crossings – General)*.

The City does not support the proposed loading / service vehicle manoeuvring required to access the service bay for the commercial development. It is recommended that Local Development Plan address a dedicated turning area to service any future development.

2. Land Use (cont...)

Structure Plan Zoning

In consideration of the proposed conceptual design (see Figure 4), the City recommends that the Structure Plan Map be amended to classify the Residential R60 lots fronting Morwell Loop as 'Commercial' to provide a more flexible approach to site the residential and commercial components of the Local Centre and address the design concerns associated with the conceptual built form, including CPTED principles, the land use interface and access.

A residential interface to established lots is still recommended and is a matter that will need to be addressed within a Local Development Plan.

In light of the above, it is recommended the Structure Plan be modified to require a Local Development Plan address the following design parameters associated with:

- Built form in respect of bulk, height, scale and architectural expression;
- Building orientation, interface with the public realm;
- Implementation of CPTED Principles for passive surveillance between residential development and the Local Centre
- Landscaping;
- Location of commercial and residential buildings;
- Movement Network Design;
- Pedestrian circulation; and
- Preparation of an Acoustic Report addressing the noise generated from the Child Care Centre and noise associated with service vehicles and service lane/bay on residential development.

Additional minor technical recommendations will be recommended to the WAPC within the Local Government Report.

Recommendation 2:

Modify the Structure Plan map to apply a 'Commercial' zone over the those residential lots fronting Morwell Loop, which back onto the commercial zone land and update the structure plan report accordingly, by including the provision of R60 Residential development within the 'Commercial' zone.

Recommendation 3:

Modify the Structure Plan Report to require the preparation of a Local Development Plan over the commercial zone to address the following:

- **Built form in respect of bulk, height, scale and architectural expression;**
- **Building orientation, interface with the public realm;**
- **Implementation of CPTED Principles for passive surveillance between residential development and the Local Centre;**
- **Landscaping;**
- **Location of commercial and residential buildings;**
- **Movement Network Design;**
- **Pedestrian circulation;**
- **Preparation of an Acoustic Report addressing the noise generated from the Child Care Centre and noise associated with service vehicles and service lane/bay on residential development;**
- **Provision of a residential interface to established lots east on the eastern boundary of the Local Centre; and**
- **Residential development within the Local Centre site to be developed in accordance with the R60 Density code.**

Conclusion

The proposed amendment to the East Baldivis (Baldivis Parks) Structure Plan seeks to introduce a Local Centre comprising of a small supermarket, supporting retail, a medical facility, a Child Care Centre and 15x R60 residential dwellings.

The proposed Local Centre, with appropriate planning controls, is unlikely to undermine any established or planned centre in the area, nor is it anticipated to result in deterioration in the level of service to the local community. In this regard, the economic activity generated from the development of the centre is considered to be a net community benefit.

An assessment of the Preliminary Concept Plan confirms that a number of design flaws associated with the interface between land uses; commercial development with the public realm and residential land uses, including matters associated with noise impacts, access and landscaping. These matters will need to be appropriately addressed within subsequent stages of the planning process.

In light of the above, the proposed amendment to Structure Plan is supported subject to the following modifications:

Recommendation 1:

Update the Structure Plan Report, by requiring the preparation of a Local Development Plan over commercial zoned land to address:

- (i) The Local Centre be reduced to provide 1,500m² NLA which includes back of house storage in accordance with State Planning Policy 4.2 and Planning Policy 3.4.1 – Local Commercial Strategy.
- (ii) Provide for a small format supermarket with a maximum floorspace of 600m² NLA.
- (iii) Retail tenancies other than a supermarket being limited to an area no greater than 130m² NLA.

Recommendation 2:

Modify the Structure Plan map to apply a 'Commercial' zone over the those residential lots fronting Morwell Loop, which backs onto the Commercial zone land and update the Structure Plan Report by including the provision of R60 Residential development within the 'Commercial' zone.

Recommendation 3:

Modify the Structure Plan Report to require the preparation of a Local Development Plan over the commercial zone to address the following:

- Y Built form in respect of bulk, height, scale and architectural expression;
- Y Building orientation, interface with the public realm;
- Y Implementation of CPTED Principles for passive surveillance between residential development and the Local Centre;
- Y Landscaping;
- Y Location of commercial and residential buildings
- Y Movement Network Design
- Y Pedestrian circulation;
- Y Preparation of an Acoustic Report addressing the noise generated from the Child Care Centre and noise associated with service vehicles and service lane/bay on residential development;
- Y Provision of a residential interface to established lots east on the eastern boundary of the Local Centre; and
- Y Residential development within the Local Centre site to be developed in accordance with the R60 Density code.

Voting Requirements

Simple Majority

Officer Recommendation

That Council **APPROVES** the lodgement of a Local Government Report to the Western Australian Planning Commission, with respect to the proposed Structure Plan Amendment No.4 prepared over Lot 9020 Daintree Street, Baldivis which recommends the Structure Plan Amendment should not be approved until such time as the applicant has addressed the following recommendations to the satisfaction of the WAPC on advice of the City:

1. Update the Structure Plan Report, by requiring the preparation of a Local Development Plan over commercial zoned land to address:
 - (i) The Local Centre be reduced to provide 1,500m² NLA which includes back of house storage in accordance with State Planning Policy 4.2 - *Activity Centres for Perth Peel* and Planning Policy 3.4.1 - *Local Commercial Strategy*.
 - (ii) Provide for a small format supermarket with a maximum floorspace of 600m² NLA.
 - (iii) Retail tenancies other than a supermarket being limited to an area no greater than 130m² NLA.
2. Modify the Structure Plan map to apply a 'Commercial' zone over the those residential lots fronting Morwell Loop, which back onto the Commercial zone land and update the Structure Plan Report by including the provision of R60 Residential development within the 'Commercial' zone.
3. Modify the Structure Plan Report to require the preparation of a Local Development Plan over the commercial zone to address the following:
 - Built form in respect of bulk, height, scale and architectural expression;
 - Building orientation, interface with the public realm;
 - Implementation of CPTED Principles for passive surveillance between residential development and the Local Centre;
 - Landscaping;
 - Location of commercial and residential buildings;
 - Movement Network Design;
 - Pedestrian circulation;
 - Preparation of an Acoustic Report addressing the noise generated from the Child Care Centre and noise associated with service vehicles and service lane/bay on residential development;
 - Provision of a residential interface to established lots east on the eastern boundary of the Local Centre; and-Residential development within the Local Centre site to be developed in accordance with the R60 Density code.

Committee Recommendation

Note: Additional information from CLE Town Planning + Design was circulated to all Councillors prior to the Committee meeting and is attached to these Minutes.

Moved Cr Buchan, seconded Cr Davies:

That Council **APPROVES** the lodgement of a Local Government Report to the Western Australian Planning Commission, with respect to the proposed Structure Plan Amendment No.4 prepared over Lot 9020 Daintree Street, Baldivis which recommends the Structure Plan Amendment should not be approved until such time as the applicant has addressed the following recommendations to the satisfaction of the WAPC on advice of the City:

1. Update the Structure Plan Report, by requiring the preparation of a Local Development Plan over commercial zoned land to address:

- (i) The Local Centre be reduced to provide 1,500m² NLA which includes back of house storage in accordance with State Planning Policy 4.2 - *Activity Centres for Perth Peel* and Planning Policy 3.4.1 - *Local Commercial Strategy*.
 - (ii) Provide for a small format supermarket with a maximum floorspace of 600m² NLA.
 - (iii) Retail tenancies other than a supermarket being limited to an area no greater than 130m² NLA.
2. Modify the Structure Plan map to apply a 'Commercial' zone over the those residential lots fronting Morwell Loop, which back onto the Commercial zone land and update the Structure Plan Report by including the provision of R60 Residential development within the 'Commercial' zone.
3. Modify the Structure Plan Report to require the preparation of a Local Development Plan over the commercial zone to address the following:
 - Built form in respect of bulk, height, scale and architectural expression;
 - Building orientation, interface with the public realm;
 - Implementation of CPTED Principles for passive surveillance between residential development and the Local Centre;
 - Landscaping;
 - Location of commercial and residential buildings;
 - Movement Network Design;
 - Pedestrian circulation;
 - Preparation of an Acoustic Report addressing the noise generated from the Child Care Centre and noise associated with service vehicles and service lane/bay on residential development;
 - Provision of a residential interface to established lots east on the eastern boundary of the Local Centre; and-Residential development within the Local Centre site to be developed in accordance with the R60 Density code.

Committee Voting (Carried) - 3/0

The Committee's Reason for Varying the Officer's Recommendation

Not Applicable

Implications of the Changes to the Officer's Recommendation

Not Applicable

4:24pm Cr Edwards rejoined the Planning and Engineering Services Committee meeting

Planning and Development Services Statutory Planning Services		
Reference No & Subject:	PD-010/21	Final Approval Scheme Amendment No.178, East Rockingham Industrial Zones
File No:	LUP/2133	
Applicant:		
Owner:	Various	
Author:	Mr Mike Ross, Manager Statutory Planning	
Other Contributors:	Mr David Waller, Coordinator Statutory Planning	
Date of Committee Meeting:	15 February 2021	
Previously before Council:	26 February 2008 (PD5/2/2008), 27 May 2008 (PD81/5/08), 17 December 2019 (PD-079/19), 23 June 2020 (PD-032/20)	
Disclosure of Interest:		
Nature of Council's Role in this Matter:	Executive/Advocacy	
Site:	Various	
Lot Area:	Special Industry zone, General Industry zone, Light Industry zone and Service Commercial zone	
LA Zoning:		
MRS Zoning:		
Attachments:		
Maps/Diagrams:		

Purpose of Report

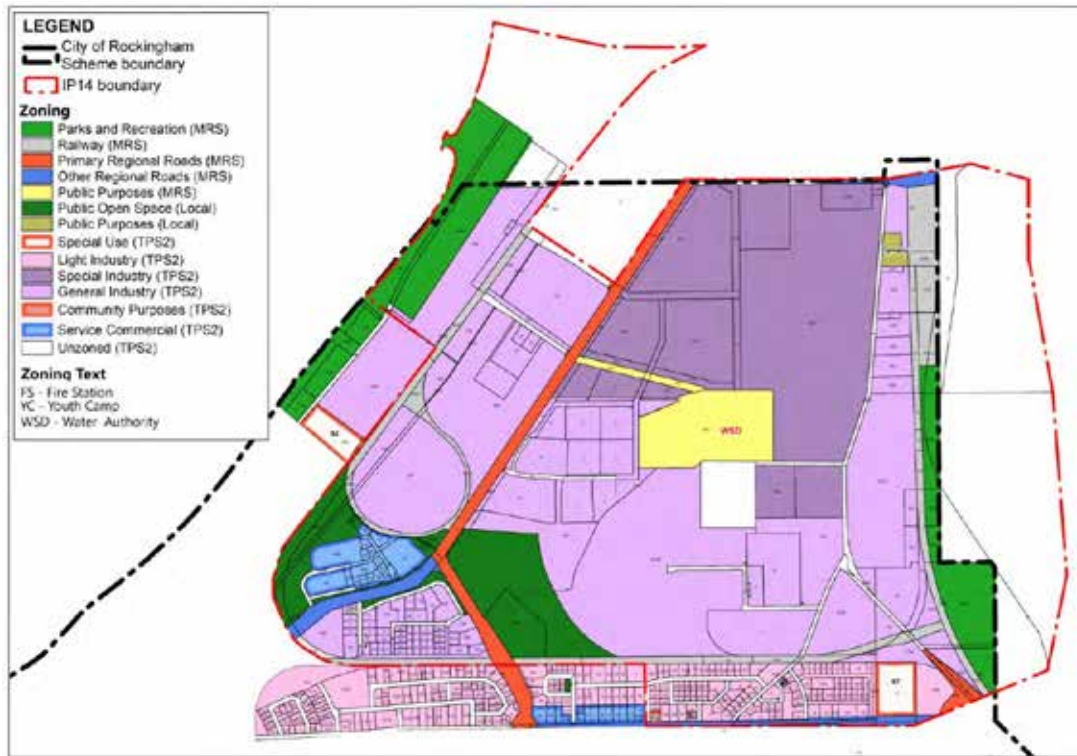
To consider the Minister for Planning's instructions requiring Scheme Amendment No.178 to be modified in a manner which is inconsistent with the Council's resolution and seek a meeting with the Minister for Planning.

Background

This matter formed part of a broader review of the City's industrial planning framework, as follows:

1. Scheme Amendment No.178 proposes to include building and landscaping setbacks and provisions for screen landscaping along the gateways of Mandurah Road and Patterson Road. It is also proposed to delete clauses and references to IP14 and include new and revised zone objectives.
2. Revised Planning Policy No.3.3.8 - East Rockingham Industry Zones (Revised PP3.3.8) will apply to all Industrial zoned land and the three East Rockingham Design Guidelines will be deleted and incorporated into one set of 'Development Standards'; and
3. Revocation of Planning Policy No.7.1 - East Rockingham Industrial Park (PP7.1), as it duplicates existing environmental legislation.

Revised PP3.3.8 and the revocation of PP7.1 will not come into effect until the gazettal of Scheme Amendment No.178.



1. Zoning Map

In June 2020, Council considered Scheme Amendment No.178 to Town Planning Scheme No.2 (TPS2) for Final Approval, following the conclusion of public advertising. Council resolved to adopt Scheme Amendment No.178 as follows:

“1. **ADOPTS** for Final Approval Amendment No.178 to Town Planning Scheme No.2, in pursuance of Section 75 of the Planning and Development Act 2005, as follows:

(i) Inserting new subclause 4.10.1(d), which reads:

“(d) to protect and enhance natural vegetation along Patterson Road and Mandurah Road as major entry ways to the City to ensure Industrial development is appropriately screened.”

(ii) Replacing subclause 4.10.2(b) as follows:

“(b) protection of the amenity of adjacent residential, open space areas and major entry ways into the City;”

(iii) Inserting new subclause 4.10.2(e) which reads:

“(e) management of bushfire risks is balanced against environmental outcomes and landscape buffers.”

(iv) Replacing the first paragraph of clause 4.10.4 as follows:

“On all industrial zoned land within the Local Government, unless otherwise specified in the East Rockingham Industrial Zones Policy:-“

(v) Deleting subclauses 4.10.5 and 4.10.10 in its entirety, including subheadings, and replace with the following:

“4.10.5 East Rockingham Industrial Zones Policy

(a) The East Rockingham Development Guidelines have been prepared to guide the orderly development of serviced industrial land within Rockingham and East Rockingham.

(b) Objectives:

The main objectives of the East Rockingham Industrial Zones Policy are:

- (i) *to achieve an attractive and unified development which acknowledges the goal of conserving and enhancing the natural environment by emphasising the retention of natural vegetation and the introduction of complementary quality landscaping and well-designed buildings;*
 - (ii) *to achieve a degree of consistency and compatibility in the built form and landscaping, whilst allowing for individuality and a well presented corporate or market image; and*
 - (iii) *to avoid unsightly and poorly planned development and enhance and protect the amenity of the surrounding residential areas.*
- (c) *In considering applications for development approval and otherwise planning for development within East Rockingham and Rockingham, the Local Government shall have due regard to the East Rockingham Industrial Zones Policy.*

4.10.6 Setbacks and Landscaping for Industrial Zones.

Table 2 – Special Industry and General Industry Zones”

Zone/Structure Type	Building Setback Requirements	
Special Industry Zone and General Industry Zone - Minor Structures (e.g. offices, reception, staff amenities, showroom, lunch room)	Primary Street Frontage: Secondary Street Frontage: Patterson Road and Western side of Mandurah Road:	Minimum: 15 metres Minimum: 10 metres Minimum 50 metres
Special Industry and General Industry Zone - Major Structures (e.g. fuel depot, stacks, sheds and industrial activities)	Primary Street Frontage: Secondary Street Frontage: Patterson Road and Western side of Mandurah Road:	Minimum: 25 metres Minimum: 10 metres Minimum: 100 metres
Light Industry Zone and Service Commercial Zone - All Structures	Primary Street Frontage: Secondary Street Frontage:	Minimum: 15 metres Minimum: 3 metres
Special Industry Zone, General Industry Zone, Light Industry Zone and Service Industry Zone	Side and Rear Setbacks	In accordance with the Building Code of Australia. (Side and Rear Building Setbacks to Mandurah Road and Patterson Road Frontages as per Primary and Secondary Street setbacks)

Table 3 – Landscaping Requirements for Industrial Zones

Zone	Landscaping Requirements	
Special Industry Zone and General Industry Zone	Primary Street Frontage: Secondary Street Frontage:	Minimum: 10 metres, plus the street verge. Minimum: 5 metres, plus the street verge.

Zone	Landscaping Requirements	
<i>Special Industry Zone and General Industry Zone (cont..)</i>	<i>Patterson Road and Western side of Mandurah Road Frontage:</i>	<i>Minimum 50 metres in all circumstances</i>
<i>Light Industry Zone and Service Commercial Zone</i>	<i>Primary Street Frontage:</i> <i>Secondary Street Frontage:</i>	<i>Minimum: 5 metres, plus street verge</i> <i>Minimum: 3 metres, plus the street verge</i>

(vi) *Renumbering Tables 2, 3 and 4 to 4, 5 and 6 respectively.*

(vii) *Renumber clauses and subclauses accordingly."*

On 24 November 2020, the City's Coordinator Statutory Planning, Mr David Waller and Manager Statutory Planning, Mr Mike Ross presented a deputation to the State Planning Committee (SPC) on Scheme Amendment No.178. During the SPC presentation, the City Officer's referred to the Department of Planning, Land and Heritage (DPLH) Officers only attending the site after their item was progressed to the Committee meeting. Concerns were raised with respect to recommended DPLH changes to landscape and building setbacks (which are substantially less than those proposed by the Council), and it was requested that the item be deferred to allow for further discussion on setbacks.

On 3 December 2020, the Director General, Gail McGowan PSM advised the City in response to its concerns about the DPLH assessment of the amendment. In her reply, it was acknowledged that the City Officers made a deputation to the SPC meeting, and the SPC members were informed of the City's rationale for the proposal and the request that the matter be deferred. It was further advised that following consideration of the information provided, the SPC endorsed the Department's recommendation for significantly reduced setbacks to the City 'gateway roads'. That recommendation and the amendment was to be progressed to the Minister for Planning for Final Approval.

On 14 December 2020, the City wrote to the Minister for Planning (and copied the Hon Mark McGowan, as Member for Rockingham), prior to her decision on Amendment No.178. The City expressed its concerns with the SPC recommendations being a radical departure and altering the intent of what was originally proposed (and publicly advertised) by the Council.

In the City's letter, it expressed that such a dramatic reduction in the setback distance could not have been anticipated by the Council and community, from what was advertised during the consultation period. It was recommended that such a significant and radical departure from the advertised Amendment completely changed the context of the publicly advertised document.

Given the SPC recommended changes that were so significant, the City considered that the Amendment should be either refused, or at least readvertised, to allow proper community consultation. The City expressed its serious concerns that the adoption of the SPC recommendations would be contrary to the long held community view, which drove the adoption of the original setback distances.

On 16 December 2020, the Western Australian Planning Commission advised the City of the Minister for Planning's decision on Amendment No.178 as set out in the Details section of this report, where the Minister has required Amendment No.178 to be modified.

On 28 January 2021, the Hon. Minister for Planning, Rita Saffioti MLA (Minister) responded in writing to the City's letter dated 14 December 2020, acknowledging the City's request to reject or amend the Western Australian Planning Commission's (WAPC's) recommendation on Amendment No.178 and in particular, reject the recommended reduction to the City's proposed setbacks. The Minister referred to her determination, which requires modifications to Amendment No.178 before Final Approval is given and includes modifications to reduce the City's proposed setbacks.

The Minister further advised as follows:

"The City's rationale for the proposed 50 and 100 metre building setbacks, and landscaping requirements were considered in the context of the relevant planning framework at the time of my decision. I also gave due consideration to recommendations from both the City and the WAPC, and submissions received during advertising. Accordingly, I determined that a reduced setback is most appropriate and commensurate with development outcomes of adjacent and nearby industrial areas. Additionally, the subject land forms part of a State-significant strategic industrial area, of which the developable land should be optimised."

Accordingly, the Minister has not supported the City's request that the Amendment should be either refused, or at least readvertised, to allow proper community consultation. Currently, the Minister's instructions are for the City to modify Amendment No.178 as per the WAPC letter of 16 December 2020, which are set out in the Comments section of this report.

Details

On 16 December 2020, the Western Australian Planning Commission (WAPC) advised that Amendment No.178 had been considered and that it had submitted its recommendations to the Minister were submitted. The Minister for Planning has required the Amendment No.178 to be modified in the manner specified in a schedule of modifications before it is resubmitted.

The schedule of modifications is as follows:

"(i) Replacing the first paragraph of clause 4.10.4 as follows:

On all industrial zoned land within the Local Government, unless otherwise specified in the East Rockingham Industrial Zones Policy;-

(ii) Deleting subclauses 4.10.5 – 4.10.10 in its entirety, including subheadings, and replace with the following:

"4.10.5 East Rockingham Industrial Zones Policy

The East Rockingham Industrial Zones Policy has been prepared to guide the orderly development of serviced industrial land within Rockingham and East Rockingham.

4.10.6 Setbacks and Landscaping for Industrial Zones

Table 2 – Setback Requirements for Industrial Zones

Zone	Building Setback Requirements	
Special Industry Zone and General Industry Zone	Primary Street Frontage: Secondary Street Frontage: Side and Rear Setbacks:	Minimum: 15 metres Minimum: 10 metres In accordance with the Building Code of Australia
Light Industrial Zone	Primary Street Frontage: Secondary Street Frontage: Side and Rear Setbacks:	Minimum: 15 metres Minimum: 3 metres In accordance with the Building Code of Australia

Table 3 – Landscaping Requirements for Industrial Zones

Zone	Building Setback Requirements	
Special Industry Zone and General Industry Zone	Primary Street Frontage: Secondary Street Frontage:	Minimum: 15 metres Minimum: 10 metres
Light Industrial Zone	Primary Street Frontage: Secondary Street Frontage:	Minimum: 10 metres, plus the street verge. Minimum: 5 metres, plus the street verge.

Note: Notwithstanding the above, any development in proximity to a pipeline will need prior consultation with the pipeline operator to determine a suitable setback distance.

- (iii) Renumbering Tables 2, 3 and 4 to 4, 5 and 6 respectively.
- (iv) Updating other references to IP14 within the scheme (sub-clause 4.10.11; Schedule A)”

Implications to Consider

a. Consultation with the Community

No further consultation with the Community is required at this stage where the Minister requires the Amendment to be modified.

b. Consultation with Government Agencies

No further consultation with Government Agencies is required at this stage where the Minister requires the Amendment to be modified.

c. Strategic

Community Plan

This item addresses the Community's Vision for the future and specifically the following Aspiration and Strategic Objective contained in the Strategic Community Plan 2019-2029:

Aspiration 3: Plan for Future Generations

Strategic Objective: Responsive planning and control of land use: Plan and control the use of land to meet the needs of the growing population, with consideration of future generations.

d. Policy

In June 2020, Council resolved to:

1. Revoke Planning Policy No.3.3.8 – East Rockingham Development Guidelines (prepared by fmr Landcorp) on gazettal of Scheme Amendment No.178 to Town Planning Scheme No.2.
2. Adopts revised Planning Policy No.3.3.8 – East Rockingham Industrial Zones on gazettal of Scheme Amendment No.178 to Town Planning Scheme No.2, subject to modifications.

In this regard, as the revised PP3.3.8 is directly tied to the outcome of Scheme Amendment No.178, there are policy implications associated with the Minister for Planning's decision which would require Council to amend PP3.3.8 so that it is consistent with Scheme Amendment No.178 relating to the modified building and landscaping standards, to reflect the same.

If there is any inconsistency between PP3.3.8 and TPS2, TPS2 prevails to the extent of any inconsistency.

e. Financial

Nil

f. Legal and Statutory

Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations)

“Division 5 – Giving effect to a decision on amendment to local planning scheme

Regulation 62 Giving effect to Minister's decision

62(2) *Within 42 days, or such longer period allowed by the Commission, of being notified that, under section 87(2)(b) of the Act, the Minister requires the local government to modify the amendment to the local planning scheme, the local government must –*

- (a) Modify the amendment as required; and*
- (b) Execute the modified amendment; and*
- (c) Submit to the Minister a copy of the executed documents.*

62(3) *If a local government is notified that the Minister has, under section 87(2)(a) of the Act, approved the amendment to the local planning scheme, the local government must provide to the Commission for endorsement copies of the amendment as required by the Commission, including not less than 2 copies of the amendment documents that have been executed by the local government.”*

62(4) *The documents referred to in subregulation (3) must be provided within 14 days of the local government being notified of the Minister's approval, or a longer period approved by the Commission."*

g. Risk

All Council decisions are subject to risk assessment according to the City's Risk Framework.

Implications and comment will only be provided for the following assessed risks.

Customer Service / Project management / Environment: High and Extreme Risks

Finance / Personal Health and Safety: Medium, High and Extreme Risks

Nil

Comments

The Minister's changes are a significant departure and change the intent and outcome of what was originally proposed and publicly advertised. It is such a radical departure from the advertised Amendment, it completely changes the context of the Scheme Amendment.

The specific objective relating to the City's building setback requirements and landscaping proposals was to give greater effect to these requirements particularly along Patterson Road and Mandurah Road, where it adjoins the gateways into Rockingham and clearly articulates the City's expectations. These building and landscaping requirements have been significantly modified by the Minister.

The following table compare Council's adopted Scheme Amendment No.178 with the Minister for Planning's requested changes in **red** and strikethrough text for comparison.

Table 2 – Setback Requirements for Industrial Zones

Zone	Requirement	Council adopted	Minister adopted changes
<i>Special Industry Zone and General Industry Zone – Minor Structures (e.g. offices, reception, staff amenities, showroom, lunch room)</i>	<i>Primary Street Frontage:</i>	<i>Minimum: 15 metres</i>	<i>Minimum: 15 metres</i>
	<i>Secondary Street Frontage:</i>	<i>Minimum: 10 metres</i>	<i>Minimum: 10 metres – Minor Structures (e.g. offices, reception, staff amenities, showroom, lunch room)</i>
	<i>Patterson Road and Western side of Mandurah Road:</i>	<i>Minimum 50 metres</i>	<i>Minimum 50 metres Patterson Road and Western side of Mandurah Road:</i>
	<i>Side and rear Setbacks:</i>	<i>In accordance with the Building Code of Australia. (Side and Rear Building Setbacks to Mandurah Road and Patterson Road Frontages as per Primary and Secondary Street setbacks)</i>	<i>In accordance with the Building Code of Australia (Side and Rear Building Setbacks to Mandurah Road and Patterson Road Frontages as per Primary and Secondary Street setbacks)</i>
<i>Special Industry and General Industry Zone - Major Structures (e.g. fuel depot, stacks, sheds and industrial activities)</i>	<i>Primary Street Frontage: Secondary Street Frontage: Patterson Road and Western side of Mandurah Road:</i>	<i>Minimum: 25 metres Minimum: 10 metres Minimum: 100 metres</i>	<i>Minimum: 25 metres Minimum: 10 metres Minimum: 100 metres</i>

Zone	Requirement	Council adopted	Minister adopted changes
Light Industry Zone and Service Commercial Zone - All Structures	Primary Street Frontage:	Minimum: 15 metres	Minimum: 15 metres and Service Commercial Zone - All Structures
	Secondary Street Frontage:	Minimum: 3 metres	Minimum: 3 metres and Service Commercial Zone - All Structures
	Side and Rear Setbacks:		In accordance with the Building Code of Australia

Table 3 - Landscaping Requirements for Industrial Zones

Building* Setback Requirements

(*the word "**Building**" is an error on the Minister's changes – and should be changed to "Landscaping")

Zone	Requirement	Council adopted	Minister adopted changes
Special Industry Zone and General Industry Zone	Primary Street Frontage:	Minimum: 15 metres, plus the verge	Minimum: 10 metres , plus the verge
	Secondary Street Frontage:	Minimum: 10 metres, plus the verge	Minimum: 5 metres , plus the verge
	Patterson Road and Western side of Mandurah Road Frontage:	Minimum 50 metres in all circumstances	Patterson Road and Western side of Mandurah Road Frontage: Minimum 50 metres in all circumstances
Light Industrial Zone and Service Commercial Zone	Primary Street Frontage:	Minimum: 10 metres, plus the street verge.	Minimum: 5 metres , plus street verge
	Secondary Street Frontage:	Minimum: 5 metres, plus the street verge.	Minimum: 3 metres , plus the street verge and Service Commercial Zone

In response to the advice from the Minister for Planning of 28 January 2021, it is recommended that Council direct the Chief Executive Officer to seek a meeting with the Minister for Planning to explain its significant concerns with the modifications requested to Scheme Amendment No.178.

Given the Minister's recommended changes are so significant, the City considers that the Amendment should be either refused, or at least readvertised, to allow proper community consultation on the SPC changes.

Voting Requirements

Simple Majority

Officer Recommendation

That Council **DIRECTS** the Chief Executive Officer to seek a meeting with the Minister for Planning to explain its concerns with the modifications requested to Scheme Amendment No.178 to Town Planning Scheme No.2.

Committee Recommendation

Moved Cr Buchan, seconded Cr Edwards:

That Council **DIRECTS** the Chief Executive Officer to seek a meeting with the Minister for Planning to explain its concerns with the modifications requested to Scheme Amendment No.178 to Town Planning Scheme No.2.

Committee Voting (Carried) - 4/0

The Committee's Reason for Varying the Officer's Recommendation

Not Applicable

Implications of the Changes to the Officer's Recommendation

Not Applicable

Planning and Development Services Statutory Planning Services



Reference No & Subject:	PD-011/21 Joint Development Assessment Panel Application - Extension to Educational Establishment
File No:	DD020.2020.00000295.001
Applicant:	Brad Quartermaine Architect
Owner:	South Coast Baptist College (Inc)
Author:	Mr Chris Parlane, Senior Planning Officer
Other Contributors:	Mr Mike Ross, Manager Statutory Planning
Date of Committee Meeting:	15 February 2021
Previously before Council:	
Disclosure of Interest:	
Nature of Council's Role in this Matter:	Executive
Site:	Lot 2000 (30) Gngara Drive, Waikiki
Lot Area:	73,697m ²
LA Zoning:	Community Purposes
MRS Zoning:	Urban
Attachments:	Responsible Authority Report
Maps/Diagrams:	<ol style="list-style-type: none"> 1. Approved Site Plan - Demountable Classrooms Development Application 2. Location Plan 3. Aerial Photo 4. Sports Centre Site Plan 5. Site Plan Enlargement 6. Ground Floor Plan 7. First Floor Plan 8. Elevation Plans 9. Consultation Map 10. Streetview Image of Outdoor Playing Courts

Purpose of Report

To provide a recommendation to the Metro Outer Joint Development Assessment Panel (MOJDAP) for the proposed development of a Sports Centre and Teaching Block building, Outdoor Playing Courts and Car Parking on Lot 2000 (30) Gngara Drive, Waikiki (the subject land).

Background

The South Coast Baptist College was established on the subject land in 1988 (formerly known as the Maranatha Christian College). There have been several applications for which Development Approval has been granted to enable the school to expand over time.

On 9 September 2020, an application was received seeking Development Approval from the City of Rockingham for four (4) proposed demountable classrooms and a 39 bay car parking area, situated in the northern corner of the subject property (ref: DD020.2020.252.1).

On 9 October 2020, the City received the current application seeking Development Approval from the MOJDAP for a proposed Sports Centre and Teaching Block building; two (2) Outdoor Playing Courts, 19 on-site and 27 street verge car parking bays in the vicinity of the eastern corner of the subject property.

On 23 December 2020, the City of Rockingham granted conditional Development Approval to the demountable application (ref: DD020.2020.252.1) under delegated authority. In doing so, due regard was given to matters raised in submissions that were related to that development application. The approved Site Plan is outlined below.



1. Approved Site Plan - Demountable Classrooms Development Application



2. Location Plan

Site Context

The subject land is located on the south-east side of Gnangara Drive, approximately 240m east of Read Street and 580m west of Ennis Avenue, Waikiki.

The site is adjoined by the following streets:

- Gnangara Drive to the north-west;
- Oakwood Crescent to the north-east; and
- Fairview Drive to the south-east.

Residential development adjoins the south-west boundary.

Existing buildings on the site are grouped towards the north, while outdoor sports fields are located to the south. Two outdoor playing courts are situated on the south-eastern corner.

The site is surrounded by low density (R20), detached, generally single storey housing. Some medium density (R40) grouped dwellings are located near the northern corner of the site, opposite the intersection of Gnangara Drive and Oakwood Crescent.

The Waikiki Village neighbourhood shopping centre is located approximately 70m to the west of the site.



3. Aerial Photo

Details

This MOJDAP development application proposes the development of a multi-purpose sports centre building, outdoor playing courts and car parking as described below:

- Demolition of existing structures (a demountable class room, two sheds and a 28 bay car park);
- A proposed two storey multi-purpose sports centre and teaching block (referred to hereafter as the 'sports centre building'), which on the ground floor comprises:
 - An indoor sports centre with retractable seating and playing courts for basketball, volleyball and futsal;
 - A multi-use sports arena including gymnastic centre;
 - A fitness centre;
 - Storage, change rooms and amenities; and
 - Café;
- On the first floor comprises:
 - A breakout/viewing concourse;
 - General learning areas;
 - A conference room; staff study's and offices;
 - A viewing balcony overlooking the sports fields to the west;
 - Mezzanine storage.
- Two new flood lit outdoor playing courts, which will replace the two existing sports courts (basketball, netball and tennis) in the south-east corner of the site;

- A nineteen (19) bay car parking area is proposed west of the outdoor playing courts, with vehicle access from Fairview Drive;
- Eight Car parking bays and a bus parking embayment are proposed in the verge of Oakwood Crescent, with 15 car bays proposed in the verge of Fairview Drive;
- The sports centre building will be available for external hire and use, limited to out of school hours;
- The facilities are intended to cater for the Health and Physical Education curriculum and the football and gymnastics specialist programs run by the College.

This application will increase the population of the College as follows:

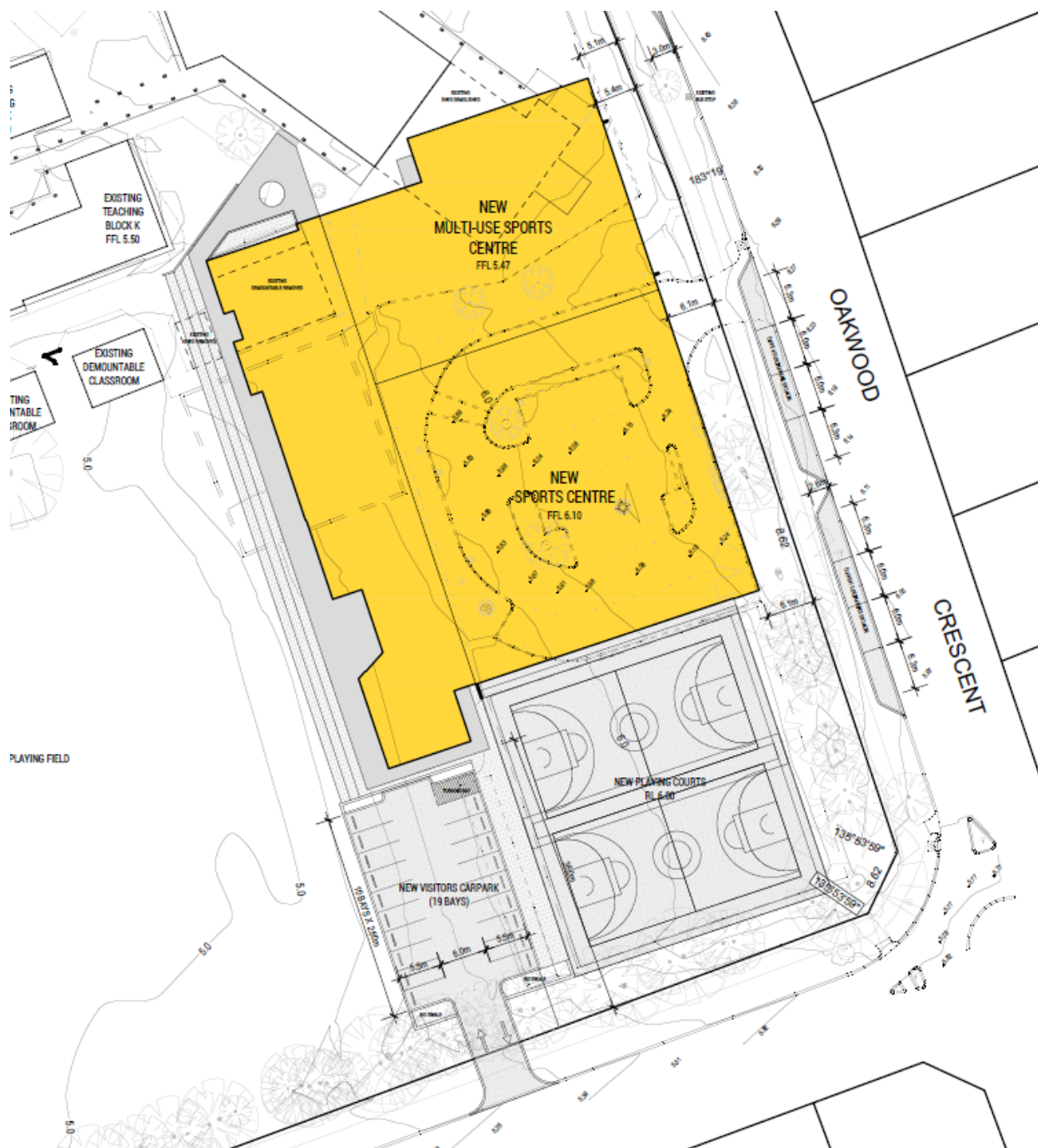
- 40 primary students;
- 40 secondary students; and
- Six staff.

The application is accompanied by the following technical reports and plans:

- Architectural Plans;
- Transport Impact Assessment;
- Acoustic Report;
- Landscape Master Plan;
- Obtrusive Light Report.

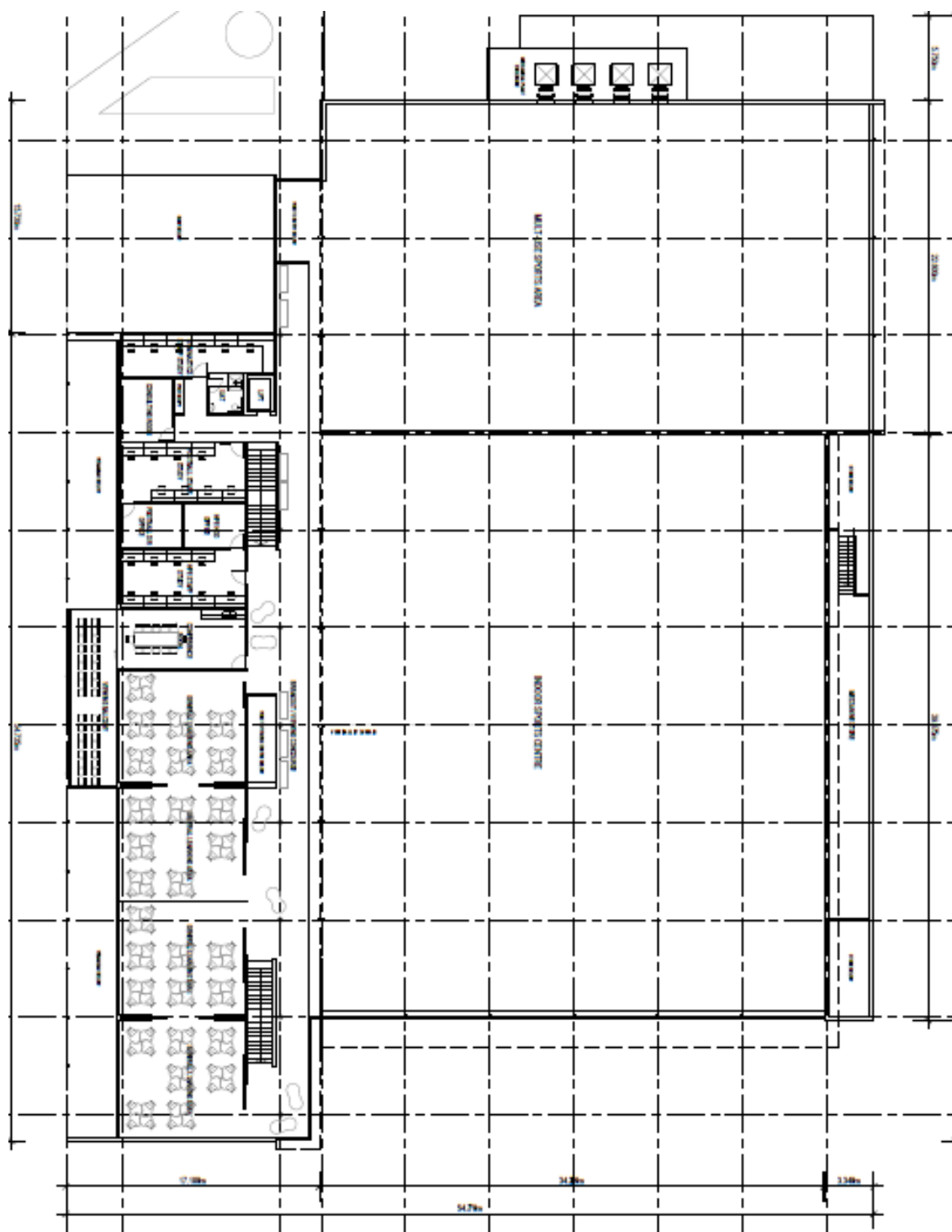


4. Sports Centre Site Plan

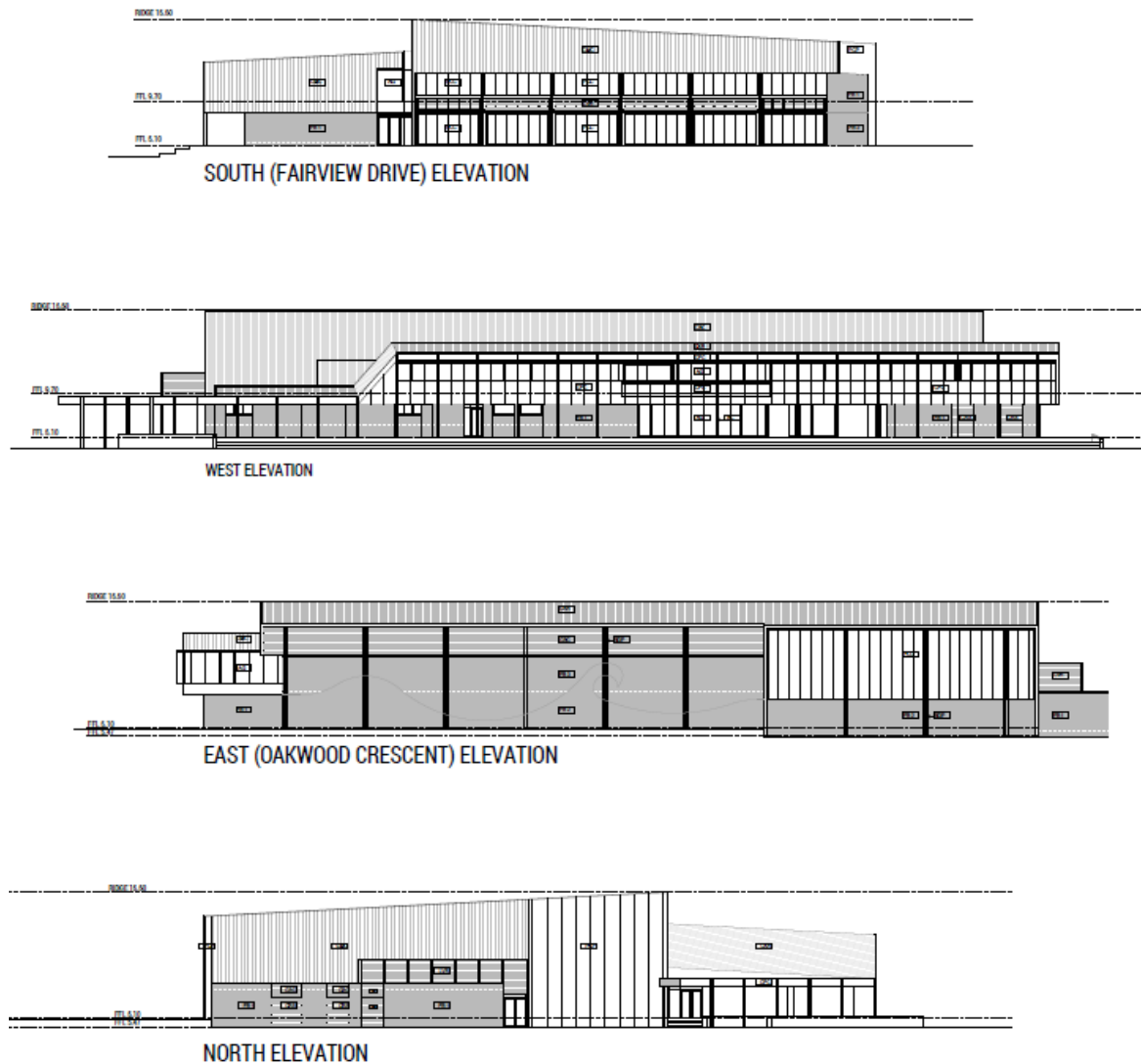


5. Site Plan Enlargement





7. First Floor Plan



8. Elevation Plans

Implications to Consider

a. Consultation with the Community

The City advertised the application for public comment over a 14 day period, from 28 October 2020 to 11 November 2020.

Advertising was carried out in the following manner:

- Y Landowners and occupiers identified on the Consultation Map below were notified in writing of the proposed applications;
- Y Two signs were erected on the subject site in prominent locations notifying the community of the Development Applications; and
- Y Copies of technical documents and plans of the proposal were made available for public inspection at the City's Administration Offices and placed on the City's website.



9. Consultation Map

Four (4) submissions were received at the conclusion of the advertising period, including one (1) submission in support and three (3) submissions objecting, or which raised concerns. The locations from where the submissions originated are indicated on the Consultation Map above.

The location of the supporting submission is not shown on the Consultation Map as this was received from beyond the consultation area (Port Kennedy).

The matters raised in the submissions objecting are summarised in the table below, which also includes the applicant's responses.

1. Traffic and Parking
<p><u>Submission:</u></p> <p>Concerns about the street verge embayment car parking bays proposed opposite 74 Oakwood Crescent. It is difficult at present to access 74 Oakwood Crescent at school drop off and pick up times. Increased traffic and congestion would make property access more difficult. Cars park on and drive over the street verge when making U-turns at drop off/ pick up times, cause damage to lawn sprinklers.</p>
<p><u>Applicant's Response:</u></p> <p>Embayments will provide more structure and control to parking compared to current uncontrolled verge parking.</p> <p>U-turn manoeuvres are related to driver behaviour rather than parking design. The College implement regular communication with College families to provide traffic management and car parking advice.</p>
<p><u>City's Comment:</u></p> <p>Refer to the Comments section below where verge parking is discussed.</p>
<p><u>Submission:</u></p> <p>There should be extra embayment parking provided for school busses to use, including on Oakwood Crescent.</p>
<p><u>Applicant's Response:</u></p> <p>The College are willing to formalise an embayment on Oakwood Crescent for the private charter school buses.</p>

1. Traffic and Parking (cont...)

City's Comment:

Refer to the Comments section below where bus parking is discussed.

Submission:

There should be some form of physical barrier to stop people parking in the sight lines of the car park entrances. At the moment there is unmanaged car parking in the street verge.



Applicant's Response:

Formalised parking embayments are located to maintain sightlines from crossovers in accordance with Australian Standards.

Uncontrolled verge parking is related to driver behaviour rather than parking design. The College implement regular communication with College families to provide traffic management and car parking advice.

City's comment:

Refer to the Comments section below where verge parking is discussed.

Property values

Submission:

Increased traffic and loss of privacy will adversely impact on property values.

Applicant's Response:

Increased traffic does not directly correlate with loss of privacy.

City's Comment:

Impact on property values is not a relevant planning consideration.

Noise

Submission:

Concerns that noise from the sports centre and service vehicles late at night, early in the morning and during the weekends will adversely impact on residential amenity.

Applicant's Response:

Activity at the Sports Centre late at night is not planned. All noise generated by the proposed Sports Centre will be controlled as required under the Environmental Protection (Noise) Regulations, 1997.

Noise (cont...)
<u>City's Comment:</u> The Acoustic Report submitted with application indicates that full operational compliance can be achieved with the <i>Environmental Protection (Noise) Regulations 1997</i> . There is no indication in the application that service vehicles will need to attend the site after school hours. Noise is discussed in detail in the Comments section below.
Antisocial behaviour
<u>Submission:</u> Concerns that vandalism and graffiti at the school which is currently experienced will increase with the development of the sport centre. Security at the school will need to improve.
<u>Applicant's Response:</u> The College are in the process of upgrading security fencing to the perimeter of the site along Oakwood Crescent and Fairview Drive. This will be completed prior to the development of the Sports Centre.
<u>City's Comment:</u> While there is no evidence to suggest that the proposed development will increase vandalism or graffiti at the school, it is acknowledged that schools in general are often common targets for this type of antisocial behaviour. The College's intent to upgrade security fencing is noted.
Lighting
<u>Submission:</u> Concern that any brighter illumination proposed would adversely impact on residential amenity. The school is already well lit up around the car park, basketball courts and buildings.
<u>Applicant's Response:</u> The spill lighting from the playing court floodlighting has been modelled and complies with AS/NZS 4282.2019 "Control of the obtrusive effects of outdoor lighting". Refer to BEST Consultants report.
<u>City's Comment:</u> The Lighting Report submitted with the application indicates that illumination from proposed flood lights will comply with AS 4282-2019 "Control of the obtrusive effects of outdoor lighting". A conditions is recommended in the event approval is granted, which will ensure that all proposed outdoor lighting will be installed to comply with the above standard. Lighting is discussed further in the Comments section of this report.
Privacy
<u>Submission:</u> Concern the proposed development would adversely impact on the privacy of nearby residents.
<u>Applicant's Response:</u> The proposed development does not result in any overlooking of nearby properties. Noise levels will be controlled as required under the Environmental Protection (Noise) Regulations, 1997.
<u>City's Comment:</u> There is adequate physical separation between the proposed Sports Centre building and residential properties to the east and south to maintain privacy for nearby residents.

Pests and Vermin
<u>Submission:</u> Concern the proposed catering facilities would encourage pests and vermin. There is already a problem with rats in the area.
<u>Applicant's Response:</u> Catering facilities will comply with the requirements of the Food Act 2008, Food Regulations 2009 and Australian Standard (AS 4674-2004) <i>Design, construction and fit-out of food premises</i> .
<u>City's Comment:</u> The building must comply with the Food Act 2008 and the Health (Public Building) Regulations 1992. The submitter's concerns can be effectively managed within this framework. Advice notes are recommended in the event approval is granted.
Waste Management
<u>Submission:</u> Concern that the development will generate more waste, resulting in more litter on the submitter's property. Rubbish bins from the school are currently presented to the verge of Oakwood Crescent for collection. On windy nights there is noise from bin lids opening and rubbish from the bins gets scattered onto the submitter's property at 72 Oakwood Crescent.
<u>Applicant's Response:</u> The College intends to relocate bins to a location within the site boundaries. Access for waste collection will be within the site - bins will not be placed on the verge for collection.
<u>City's Comment:</u> The embayment car parking proposed within the verge of Oakwood Crescent will restrict the ability to present waste bins for collection from the street. It is noted that the applicant intends to arrange for the collection of waste bins from within the site. A condition requiring a Waste Management Plan is recommended in the event approval is granted, which can detail the location and timing of waste collection arrangements.
Construction Impacts
<u>Submission:</u> Concern about the impact of dust and rubbish on nearby residents while the development is under construction.
<u>Applicant's Response:</u> "Builders will be required to prepare and implement a construction management plan that will include dust mitigation and waste management".
<u>City's Comment:</u> Construction activity, while of limited duration, has potential to generate off site impacts if not carefully managed. A Construction Management Plan is recommended as a condition in the event approval is granted.

Consultation with other Agencies or Consultants

Nil

c. Strategic

Community Plan

This item addresses the Community's Vision for the future and specifically the following Aspiration and Strategic Objective contained in the Strategic Community Plan 2019-2029:

Aspiration 3: *Plan for Future Generations*

Strategic Objective: *Responsive planning and control of land use - Plan and control the use of land to meet the needs of a growing population, with consideration of future generations.*

d. Policy

Draft Operational Policy 2.4 Planning for School Sites

Draft Operational Policy 2.4 outlines the Western Australian Planning Commission's general requirements for school sites to meet existing and future community needs.

The Policy incorporates locational criteria, configuration requirements and design standards for the provision of government and non-government schools, primarily administered through strategic planning or subdivision processes. The Policy provides guidance, however, in respect to bus traffic, by outlining specifications for bus parking. This is discussed in the Comments section below under Bus Parking.

PP3.3.14 Bicycle Parking and End-of-Trip Facilities

The aim of the Policy is to appropriately provide for the provisions of secure, well defined and effective on site bicycle parking and end-of-trip facilities to encourage the use of bicycles as a means of transport and access within the City.

Provision	Requirement	Proposal	Assessment
Bicycle Parking PP3.3.14 - Table 1	Short Term Parking: N/A Long Term Parking 0.3 spaces per student and staff: Twenty six (26)	Nil	A condition is recommended that twenty six (26) long term bicycle parking spaces are provided.
End-of-Trip Facilities	One shower for the first 5 long- term parking spaces, plus an additional shower for each 4 bicycle parking spaces thereafter: Six (6) showers are required.	10 showers are proposed in addition to changing rooms.	Complies.

e. Financial

Nil

f. Legal and Statutory

Planning and Development (Local Planning Scheme) Regulations 2015 (Planning Regulations)

Clause 67 of the Planning and Development (Local Planning Scheme) Regulations ('the Regulations') outlines matters to be considered by the decisions maker in determining this application. Where relevant these matters are discussed throughout this report.

Town Planning Scheme No.2

Clause 3.2 - Zoning Table

The subject site is zoned "Community Purposes" in TPS2.

An 'Educational Establishment' is a discretionary 'D' land use under TPS2. Discretionary means that the land use is not permitted unless the local government has exercised its discretion by granting Development Approval.

The application also proposes that the sports centre building will be used by external groups outside of school hours. In terms of land use classification, this is considered a Community Purpose use, which is defined to mean: "*the use of premises designed or adapted primarily for the purpose of educational, social or recreational facilities or services by organisations involved in activities for community benefit*".

Within the Community Purposes zone, a Community Purpose use is also a "D" land use.

Clause 4.14.1 - Objective of Community Purposes zone

The objective of the Community Purpose zone is to provide for the development of religious, educational, health and social care facilities, accommodation for the aged and infirm, and other services by organisations involved in activities for community benefit, in convenient locations within the Scheme area.

The proposal involves the development of sporting facilities that cater for the needs of the existing educational establishment and after hours, for use by external groups. As such, the application is considered to be consistent with the objective for the zone.

Clause 4.14.2 Form of development

In considering an application for Development Approval, the decision maker shall ensure that the site planning, scale, built form, elevations and landscaping of the development contribute positively to the streetscape, appearance and amenity of the location.

The proposed Sports Centre building comprises of a two storey building with a maximum roof height of 10.5m, reducing to a wall height of 8.5m high along the eastern (Oakwood Crescent) elevation.

Proposed building setback from Oakwood Crescent ranges between 5.1m and 6.1m, providing for the retention of existing established trees and the planting of additional trees where none exist at present.

In terms of materials, the building elevations comprise of a masonry face brickwork base, above which elements of CSC (Colorbond Spandex Cladding), CMC (Colorbond Maxline Cladding), PCC (Polycarbonate Translucent Cladding) cladding is proposed.

While the building form is (by necessity) utilitarian in nature, the proposed building mass has been mitigated by:

- Using a variety of cladding and glazing materials, which collectively provide articulation to the building elevations;
- The use of a sloping roof, which reduces building height to 8.5m at the eastern elevation;
- The setback proposed from Oakwood Crescent provides for the retention of existing established trees between the proposed building footprint and the street boundary.

It is considered that the proposed building form is acceptable, given the context of the site relative to the Residential R20 land to the east and south of the subject property. It is considered that the development contributes positively to the streetscape.

Clause 4.14.3 Parking

TPS2, Table 2 contains no parking requirements for Educational Establishments. As such, parking has been assessed as follows in accordance with WALGA's 'Road Safety Around Schools', which indicates that 15 on-site car parking bays are required for the current application.

	Student/Staff Increase	Requirement	Bays Required
Primary	40	14 bays/100 students	5.6 (6)
Secondary	40	7 bays/ 100 students	2.8 (3)
Staff	6	1 bay / staff member	6
Total			15 bays

In terms of proposed on-site car parking, taking into account the loss of 28 existing on-site car bays (in the location of the proposed Sports Centre building footprint) and 23 surplus car bays (provided in the 39 bay car park in the north-eastern corner of the site approved in Development Application ref: DD020.2020.252.1), there is a technical shortfall of one on-site car parking bay.

Proposed	Bays Provided
Existing on-site bays lost to development	(-28)
New (surplus) bays provided in approved north-east car park	23
New bays proposed in Sports Centre car park	19
Total	14
(+) Surplus/ Shortfall (-)	-1

In addition to the on-site parking proposed, this development application also proposes 23 embayment car bays located in the verge of Oakwood Crescent (8) and Fairview Drive (15). These bays are intended to provide for managed car parking adjacent the school for peak hour traffic dropping off and picking up students. It is understood that cars currently park informally on the street verge or within the road carriageway at peak periods. These bays will formalise this arrangement in a safe and efficient manner.

Of the 23 parallel verge car parking bays proposed, five of the bays are proposed at the end of a 'T' intersection (Cnr Halfmoon Place/Fairview Drive) and are not supported for traffic safety reasons. Taking this into account, it is considered there are 18 acceptable parallel verge car parking bays proposed.

While not included within the site, the verge parking bays are unlikely to be used by the surrounding residential dwellings during peak school periods. As such, it is considered reasonable to include these bays in the parking assessment.

There will be traffic generated after school hours when the Sports Centre is hired out for use by external parties. Parking for this use has been assessed in relation to the standard for 'Recreation-Private', requiring 1 bay for every 4 people the building is designed to accommodate. Assuming (as stated in the application) the building accommodates 90 people, including players, officials, staff and spectators then 23 car bays are required.

As this use will occur outside of school hours there will be 58 on-site car parking bays in two conveniently located car parking areas, potentially available for use. This is considered adequate for the proposed use.

Clause 4.14.4 (b) Landscaping

The intent of the Landscape Master Plan submitted with the application is supported by the City, which proposes to retain the existing established trees adjacent the boundary of Oakwood Crescent and Fairview Drive, which assist to screen the development from residential land opposite the site. Where individual trees are proposed to be removed, it is recommended, in the event approval is granted, that replacement tree plantings are required utilising similar species. The standard landscape plan condition is recommended in order to obtain relevant landscape detail post approval.

g. Risk

All Council decisions are subject to risk assessment according to the City's Risk Framework.

Implications and comment will only be provided for the following assessed risks.

Customer Service / Project management / Environment: High and Extreme Risks

Finance / Personal Health and Safety: Medium, High and Extreme Risks

Nil

Comments

Traffic and Parking Impacts

The traffic and parking related implications are discussed below:

- Traffic Generation: Traffic generation has been addressed in the Transport Impact Assessment submitted with the application. Within the MRWA roading hierarchy, Gnangara Drive is considered a Local Distributor Road, while Oakwood Crescent and Fairview Drive are Access Streets. The City has assessed the applicant's Traffic Impact Assessment and is satisfied that the development will not have an undue impact on the local road network.

- Bus Parking: The applicant submitted an amended site plan during the assessment period, which proposes a bus parking embayment in the western verge of Oakwood Crescent, north of the proposed embayment car parking bays. While meritorious, the City has the following concerns with the proposed bus parking embayment:
 - The location of the bus parking bay encroaches onto an existing crossover providing access the existing sheds on the site. There is potential for traffic conflict at this location.
 - According to *Draft Operational Policy 2.4 - Planning for School Sites*, plans should provide for a minimum of "four standard rigid buses with independent pull in/out (i.e. minimum of four x 20m stands plus tapers)". The proposed plans are inconsistent in this respect, as the 25m long bus bay proposed would not be able to accommodate four buses.
 - The taper for the proposed bus bay location begins approximately 5m north of an existing Transperth bus stop, meaning there is no scope to shift the bus bay south in order to avoid conflict with the existing vehicle crossover mentioned above.
 - As far as the City is aware, the Public Transport Authority has not been consulted in respect to the proposed bus bay location.
 - For these reasons the City does not support the proposed bus parking bay.
- Verge Parking: The application proposes embayment car parking in pods along the western verge of Oakwood Crescent, opposite a submitter's address, as well as in the northern verge of Fairview Drive. At present, during peak periods in the school terms, cars park on the street verges or within the road carriageway when dropping off and picking up students from the school. This driver behaviour can have the effect of congesting traffic and create safety issues for traffic and pedestrians in the surrounding streets.

The proposed parallel car parking bays within the street verge will provide more order to the manner in which traffic accesses the school at peak periods; remove parked cars from the road carriageway and provide for the safe pick up and set down of students.

A concern was raised in submissions about cars parking on the verges of residential properties causing damage to irrigation and verge infrastructure. Under the City's Parking Local Law, it is an offense to park a vehicle on the verge without the consent of the occupier or owner of the premises. As such, this is a compliance matter, which the City will investigate in the event that a complaint is received.

Noise

The application involves development that is primarily intended for use by the school, in addition to use by external parties outside of school hours i.e. hiring out of the Sports Centre building. This has implications under the *Environmental Protection (Noise) Regulations 1997* (the Noise Regulations), as noise emissions from mechanical sources and from the use of the Sports Centre by external parties (i.e. non-school groups) will need to comply with the Noise Regulations. It is, however, noted that noise breakout from general sporting activities undertaken by the school is considered to be 'Community Noise'. The prescribed emissions for noise outlined in Regulation 7 of the Noise Regulations do not apply to Community Noise.

Whilst the Acoustic Report submitted with the Development Application did not provide acoustic modelling, it indicated the applicant's expectations that required compliance with the Noise Regulations can be achieved. The City is generally satisfied with the Acoustic Report submitted, which concludes the following with respect to each of the potential noise sources:

Noise Breakout from the Proposed Sports Centre Building:

- Noise breakout of any amplified music (as this is mechanical in nature) must achieve compliance with the Noise Regulations. This would be addressed in the following stages of the project, once the building construction is more understood, to ensure that compliance is achieved at all times.
- Noise breakout associated with the general sporting activities conducted by the school is regarded as Community Noise under the Noise Regulations. It is proposed that the attenuation that will be provided to contain amplified music within the building will also contain general sporting activity noise.

- Should the Sports Centre building be hired out to external groups, then compliance with the Noise Regulations is required, as noise emissions from general sporting activity would no longer be considered Community Noise. Prior to this occurring however, additional acoustic modelling would be required, which would specify any mitigation strategies required.

Noise Breakout from Mechanical Sources:

A review of the potential noise emissions from the mechanical plant will be reviewed once noise levels and locations are confirmed. Compliance with the Noise Regulations is expected to be achieved at all times.

Noise Emissions from External Playing Courts:

Whilst the two external playing courts are being replaced by two new courts, they are not being altered in terms of location or orientation. Therefore compliance under the Community Noise provision of the Noise Regulations is likely to be maintained when these facilities are used by the school for normal educational activities. It is not proposed to hire the outdoor playing courts for use by external groups.

Conclusion

Standard conditions are recommended in the event approval is granted, which require that an Acoustic Report be provided:

- Prior to lodging a Building Permit, that demonstrates how all noise sources emanating from the development will comply with the Noise Regulations; and
- Prior to Occupation of the development, which demonstrates how the completed development complies with the Noise Regulations.

Outdoor Lighting

The two proposed outdoor playing courts will be used by students for training on school days until approximately 6-7pm. If floodlighting is required, it will only be used during 'non-curfew' hours. Under AS 4282-2019 "*Control of the obtrusive effects of outdoor lighting*" curfewed hours are between 11pm and 6am, unless otherwise specified by the controlling authority.

A new flood lighting system is proposed to replace the two existing (approximately) 5m high pole mounted flood lights that illuminate the outdoor playing courts at present. This will be in the form of six new 12m high poles, mounted with 8 angled floodlighting luminaires.

As indicated on the Streetview image below, there is a row of existing trees that is proposed to be retained, which can assist to mitigate illumination from the use of the courts during non-curfew hours.

The lighting assessment submitted with the application indicates that the light spill from the proposed flood lights will comply with AS 4282-2019 "*Control of the obtrusive effects of outdoor lighting*".

A condition is recommended, in the event approval is granted, to ensure compliance with AS 4282-2019 "*Control of the obtrusive effects of outdoor lighting*".



10. Streetview Image of Outdoor Playing Courts

Conclusion

The Development Application is consistent with the local planning framework, in particular with the objective for the Community Purposes zone. The proposal has merit, as it involves the development of sporting and teaching facilities and associated car parking that cater for the needs of the College and after hours, for use by external groups. The concerns raised in the submissions can be managed appropriately through recommended conditions. For the aforementioned reasons, the Development Application is recommended for approval.

Voting Requirements

Simple Majority

Officer Recommendation

That Council **ADOPTS** the Responsible Authority Report for the application for a proposed Sports Centre, Outdoor Playing Courts and Car Parking on Lot 2000 (30) Gngara Drive, Waikiki contained as Attachment 1 as the report required to be submitted to the presiding member of the Metro-Outer Joint Development Assessment Panel (MOJDAP) pursuant to Regulation 12 of the Planning and Development (Development Assessment Panels) Regulation 2011.

Committee Recommendation

Moved Cr Edwards, seconded Cr Buchan:

That Council **ADOPTS** the Responsible Authority Report for the application for a proposed Sports Centre, Outdoor Playing Courts and Car Parking on Lot 2000 (30) Gngara Drive, Waikiki contained as Attachment 1 as the report required to be submitted to the presiding member of the Metro-Outer Joint Development Assessment Panel (MOJDAP) pursuant to Regulation 12 of the Planning and Development (Development Assessment Panels) Regulation 2011, which recommends:

That the Metro-Outer Joint Development Assessment Panel resolves to **APPROVE** the DAP Application reference DAP/20/01876 and accompanying plans:

- Site Plan, SK07 Rev I, dated 8 December 2020;
- Ground Floor Plan, SK08 Rev E, dated 16 December 2020;
- First Floor Plan, SK09, Rev D, dated 9 October 2020;
- Elevations Plans, SK 10, Rev A, dated 13 September 2020;
- Landscape Master Plan, LD-MP-01, Rev D.2, dated 15 December 2020 (except where revised by Condition No.6)

in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of Clause 68(2)(b) of the City of Rockingham Town Planning Scheme No. 2, subject to the following conditions:

Conditions

1. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.
2. This decision constitutes development approval only and is valid for a period of four years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
3. Prior to applying for a Building Permit, a Stormwater Management Plan must be prepared by a suitably qualified engineering showing how stormwater will be contained on-site and those plans must be submitted to the City of Rockingham for its approval. All stormwater generated by the development must be managed in accordance with Planning Policy 3.4.3 - Urban Water Management to the satisfaction of the City of Rockingham. The approved plans must be implemented and all works must be maintained for the duration of the development.

4. Earthworks over the site associated with the development must be stabilised to prevent sand or dust blowing off the site, and appropriate measures must be implemented within the time and in the manner directed by the City of Rockingham in the event that sand or dust is blown from the site.
5. Prior to the occupation of the development, the existing crossover must be removed and the verge, footpath, kerbing and landscaping must be reinstated to the satisfaction of the City of Rockingham.
6. Prior to applying for a Building Permit, the submitted landscape Master Plan, LD-MP-01, Rev D.2 dated 15 December 2020 must be revised to the satisfaction of the City of Rockingham to include the following:
 - (i) The location, number and type of existing and proposed trees and shrubs, including calculations for the landscaping area;
 - (ii) Any lawns to be established;
 - (iii) Any natural landscape areas to be retained;
 - (iv) Those areas to be reticulated or irrigated;
 - (v) To offset the removal of the two Sheoaks (*Allocasuarina fraseriana*) and the two smaller Eucalypts, four Sheoaks and four Tuarts (*Eucalyptus gomphocephala*) must be planted elsewhere on the Lot. The locations of the new plantings must be shown on a revised Site Plan; and
 - (vi) Verge treatments.

The landscaping must be completed prior to the occupation of the development, and must be maintained at all times to the satisfaction of the City.
7. Trees, shrubs taller than 2m and grasstree plants (XANTHORRHOACEAE family) must be retained (unless specifically identified for removal on the approved plans) and, during the construction period, measures for their retention must be taken in accordance with Australian Standard AS 4970—2009, Protection of Trees on Development Sites. These measures are to be detailed in a vegetation retention management plan to the satisfaction of the City of Rockingham.
8. The on-site carpark must:
 - (i) provide a minimum of 19 car parking spaces;
 - (ii) be designed, constructed, sealed, kerbed, drained and marked in accordance with User Class 3 of Australian/New Zealand Standard AS/NZS 2890.1:2004, Parking facilities, Part 1: Off-street car parking prior to applying for a Building Permit;
 - (iii) provide 1 car parking space dedicated to people with disabilities, which are designed, constructed, sealed, kerbed, drained and marked in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009, Parking facilities, Part 6: Off-street parking for people with disabilities and which are linked to the main entrance of the development by a continuous accessible path of travel designed and constructed in accordance with Australian Standard AS 1428.1—2009, Design for access and mobility, Part 1: General Requirements for access—New building work;
 - (iv) be constructed, sealed, kerbed, drained and marked prior to the development being occupied and maintained thereafter; and
 - (v) comply with the above requirements for the duration of the development.
9. Eighteen on-street car parking spaces must be designed and constructed in accordance with detailed plans and specifications submitted and approved by the City of Rockingham for short-term parking along Oakwood Crescent and Fairview Drive, in accordance with Australian Standard AS 2890.5:2020, Parking facilities, On-street parking. The five (5) on-street car parking spaces proposed on Fairview Drive opposite Halfmoon Place do not form part of this approval and must be deleted, as marked in red on the Approved Site Plan.

The car parking spaces must:

- (i) be designed, constructed, sealed, kerbed, drained and marked in accordance with Australian Standard AS 2890.5—1993, Parking facilities, Part 5: On-street parking;
 - (ii) be approved by the City of Rockingham prior to applying for a Building Permit;
 - (iii) be constructed, sealed, kerbed, drained and marked prior to the development being occupied and maintained thereafter; and comply with the above requirements for the duration of the development.
10. The proposed bus parking bay in the verge of Oakwood Crescent does not form part of this approval and must be deleted, as marked in red on the Approved Site Plan
11. In accordance with City of Rockingham Planning Policy 3.3.14 - Bicycle parking and End of Trip Facilities, 26 long-term bicycle parking spaces must be provided for the development.

The bicycle parking spaces must be designed in accordance with AS2890.3—1993, Parking facilities, Part 3: Bicycle parking facilities and must be approved by the City of Rockingham prior to applying for a Building Permit and constructed prior to occupancy of the development. The bicycle parking spaces must be retained and maintained in good and safe condition for the duration of the development.
12. Existing street trees adjacent to the development site must be protected throughout construction in accordance with *Australian Standard AS 4970-2009 Protection of Trees on Development Sites*.
13. Prior to applying for a Building Permit, an Acoustic Report which demonstrates that all mechanical services associated with the proposed development and any other noise source, including noise emanating from the development, will comply with the Environmental Protection (Noise) Regulations 1997, must be submitted to and approved by the City of Rockingham.
14. Prior to the occupation of the development, a Final Acoustic Assessment must be prepared and provided to the City of Rockingham which demonstrates to City's satisfaction, that the completed development complies with the *Environmental Protection (Noise) Regulations 1997*. The Final Acoustic Assessment must include the following information:
 - (a) noise sources compared with the assigned noise levels as stated in the *Environmental Protection (Noise) Regulations 1997*, when the noise is received at the nearest "noise sensitive premises" and surrounding residential area;
 - (b) tonality, modulation and impulsiveness of noise sources; and
 - (c) confirmation of the implementation of noise attenuation measures.Any further works must be carried out in accordance with the Acoustic Report and implemented as such for the duration of the development.
15. Prior to the occupation of the development, an illumination report must be prepared which demonstrates to the satisfaction of the City of Rockingham, that the completed development complies with the requirements of *Australian Standard AS 4282-2019, 'Control of the obtrusive effects of outdoor lighting'*.
16. Prior to applying for a Building Permit, all service areas and service related hardware, including antennae, satellite dishes and air-conditioning units, must be designed to be located away from public view and/or screened, and this design must be provided to, and approved by, the City of Rockingham.
17. Materials, sea containers, goods or bins must not be stored within the carpark at any time.
18. Prior to the lodgement of a building permit, a Waste Management Plan must be submitted for the approval of the City, and thereafter implemented for the duration of the development.
19. Prior to commencement of development, a Construction Management Plan must be prepared and approved to ensure the appropriate management of construction related impacts. The approved plan must be implemented for the duration of construction works, to the satisfaction of the City of Rockingham.

Advice Notes

1. This Approval relates to the details provided in the application; to undertake the development in a different manner to that stated in the application, a new application for Development Approval must be submitted to the City of Rockingham.
2. A Certified Building Permit must be obtained prior to construction and thereafter an Occupancy Permit must be obtained; the applicant and owner should liaise with the City's Building Services in this regard.
3. The development must comply with the *Environmental Protection (Noise) Regulations 1997*; contact the City's Health Services for information on confirming requirements.
4. The development must comply with the Food Act 2008, the Food Safety Standards and Chapter 3 of the Australian New Zealand Food Standards Code (Australia Only); the applicant and owner should liaise with the City of Rockingham's Health Services in this regard.
5. The development must comply with the Health (Public Building) Regulations 1992; the applicant and owner should liaise with the City of Rockingham's Health Services in this regard.
6. With respect to the landscaping plan, the applicant and owner should liaise with the City of Rockingham's Land Development and Infrastructure Services to confirm requirements for the landscaping plan, including the requirements for developing and maintaining of the street verges abutting the development site.
7. All works in the road reserve, including construction of a crossover or footpath and any works to the road carriageway must be to the specifications of the City of Rockingham. The applicant should liaise with the City of Rockingham's Engineering Services in this regard.
8. The applicant is advised that in respect of Condition 3, a Stormwater Management Plan will require compliance with Planning Policy 3.4.3 - Urban Water Management. The applicant is encouraged to discuss the specific policy requirements with the City prior to the submission of the plan.
9. A Sign Permit must be obtained for any advertising associated with the development, including signage painted on the building; the applicant should liaise with the City's Building Services in this regard.
10. The applicant is responsible for protecting any existing City streetscape assets along Gnaragara Drive, Oakwood Crescent and Fairview Drive during the course of the project. This includes any existing streetscape lighting, grated gully pits, side entry pits, kerb, footpaths, trees, turf etc. If any damage is caused to the existing assets (identified to be retained), they must be rectified to the satisfaction of the City of Rockingham. It is recommended that a photographic dilapidation report is undertaken by the applicant, to record the current condition of these assets.

Committee Voting (Carried) - 4/0

The Committee's Reason for Varying the Officer's Recommendation

Not Applicable

Implications of the Changes to the Officer's Recommendation

Not Applicable

13.	Reports of Councillors
	Nil
14.	Addendum Agenda
	Nil
15.	Motions of which Previous Notice has been given
	Nil
16.	Notices of Motion for Consideration at the Following Meeting
	Nil
17.	Urgent Business Approved by the Person Presiding or by Decision of the Committee
	Nil
18.	Matters Behind Closed Doors
	Nil
19.	Date and Time of Next Meeting
	The next Planning and Engineering Services Committee meeting will be held on Monday 15 March 2021 in the Council Chambers, Council Administration Building, Civic Boulevard, Rockingham. The meeting will commence at 4:00pm.
20.	Closure
	There being no further business, the A/Chairperson thanked those persons present for attending the Planning and Engineering Services Committee meeting, and declared the meeting closed at 4:31pm .